# dw
## magazine

Travel • Technical • Lifestyle

dw magazine Volume I No.4 SUMMER 2004

One Man
& Prototype One

A Philadelphia Story

Delivering DeLoreans

one man & prototype one  delivering deloreans  our doors
delorean wonderland  a philadelphia story  the fishing coach

Commit to the vision.

# President's Message

◀ *Jon Spurlin*

The torch has been passed on. President of the DeLorean Owners Association is not a position I take lightly. Back in 1983 when we bought our DeLorean, I considered it nothing more than an investment. Joining the Association seemed like a logical step.

But I was unprepared for the sense of community that came with being a member. Of course, it didn't just happen. Like any group with a vision, I gained more fulfillment the more involved I became. Not everyone has the time or wishes to make the effort. Not just right now anyway. But every member plays his or her role. I thank you all for your commitment to the DeLorean and its owners. Great things take less time to accomplish together as a community.

Many members are more than colleagues to me—they are my friends. It isn't easy to bear the news that two of our board, Hank and Mimi Breer, both died within a month of each other. Both contributed a great deal of time and effort to the Association. Their passing has reminded me that we're not just about the car. We're a family. I will miss them both.

For a decade prior to 1983, John DeLorean created a dream. And for over two decades since, the DeLorean Owners Association has helped establish the legacy. It could not have been done without you.

I'd like to hear from you.

As you can see from this issue of ***dw***, times are changing. Nothing complicated worth doing is easy. But it's still worth doing.

Is your car in storage as an investment? Are you fixing it to drive in the country on weekends or downtown in the evening? Are you a non-owner considering a DeLorean purchase?

The Association's goal is to help you do it better than you could by yourself. And to do it well. As a part of the whole, you create this organization's future—one way or the other.

Because it's not just the car. It's the people.

*Respectfully yours,*
*Jon Spurlin*

*president@delorean-owners.org*

dw magazine

*Travel • Technical • Lifestyle*

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NEW! Measuring over 9" long, this is the original Back-to-the-Future Part II movie version of the DeLorean. Stainless steel-like brushed finish. The gull-wing doors open to display a detailed interior and a retrofitted plutonium-powered nuclear reactor in the rear.
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*It is only after seeing, touching and sitting in the DMC-12 prototype that I realize I could not have prepared myself for this moment.*

# One Of A Kind

**Story & Photos:** Sascha Skucek

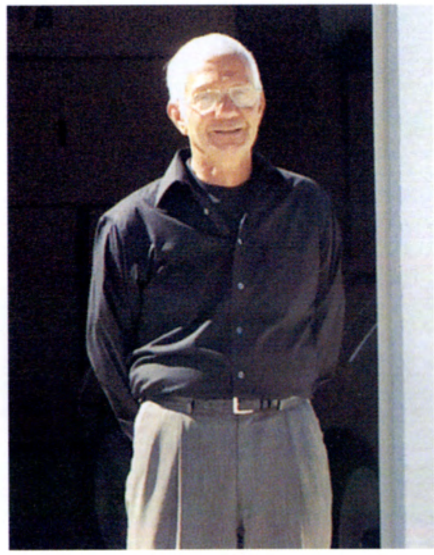
I grin sheepishly as I touch the cool steel. Ticklish sensations spread through my arm as my thoughts reel in the past. For the moment, I stop breathing and pause with nervous energy as I allow my mind to translate the surreal into reality.

CALIFORNIA
PROTO 1

*"The car means a lot to me," Bill Yacobozzi says. "It reminds me of a time when things were different."*

Pictures are misleading. They represent the idea of something real. When all you know is a picture of reality, experiencing it first-hand feels like the exciting peace of a drifting dream. It is only after seeing, touching and sitting in the DMC-12 prototype that I realize I could not have prepared myself for this moment. Here it is, in southern Nevada, never really lost at all, slumbering peacefully and seemingly unaware of its legacy in history.

I look at the prototype's owner. He smiles. For all his composure, a distant glow resonates in his eyes.


▲ *Bill Yacobozzi*

"The car means a lot to me," Bill Yacobozzi says. "It reminds me of a time when things were different."

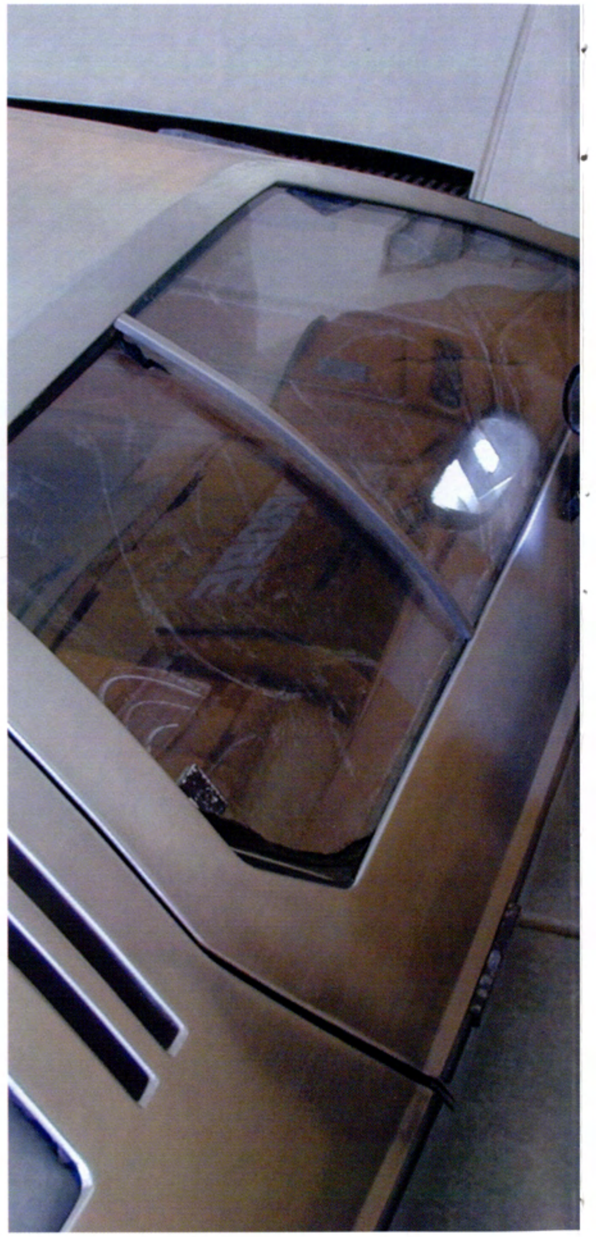
The prototype was last seen in the public eye on Sunday, November 25, 1984 at Rick Cole's Collector Car auction in Newport Beach, California. Listed as "Prototype 1", the car caught the eye of Don Williams who owned the prestigious Black Hawk Classic Car Collection.

Bidding commenced. Williams quickly found himself competing with a young, successful lawyer from Newport Beach.

At the time, Bill Yacobozzi was beginning to demonstrate his genius in law and acquiring a reputation for winning acquittals. In the early 80s, he caught the glaring eye of the Drug Enforcement Agency when he successfully won an acquittal for his clients outside California in an alleged cocaine scandal. In response, the DEA arranged the formation of a grand jury, alleging numerous charges against Yacobozzi, including the laundering of money.

"It was all false," Yacobozzi tells me in his Nevada home, "but they make you nervous."

Lacking good cause and evidence, the grand jury never indicted him. By 1984, Yacobozzi's career continued on the rise. He owned a beautiful $2 million estate in Newport Beach and over a dozen classic sports cars—among them, a Ferrari, a Porsche, two Maseratis and a rare Bitter. He enjoyed driving them on weekends.


▲ *Sliding Plexiglas windows*

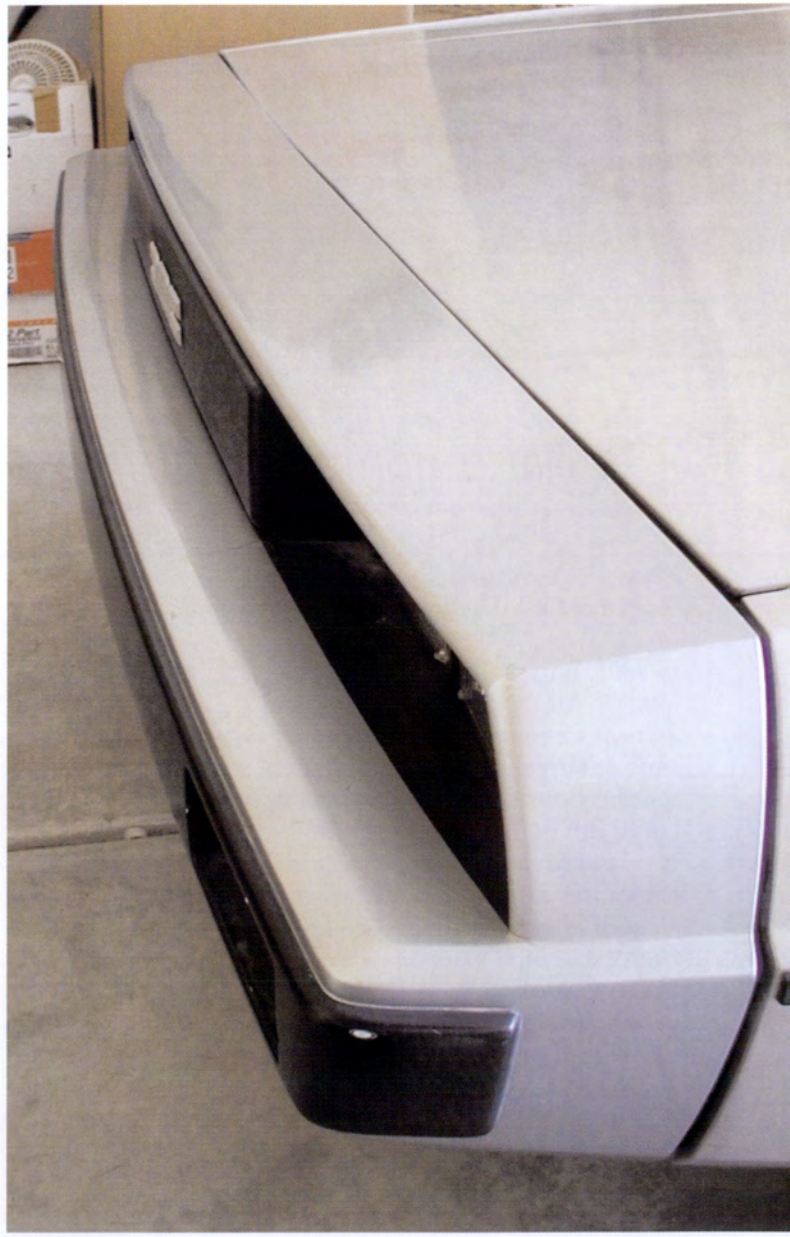
He had no idea that DeLoreans would be on sale at the auction. Nor had he given much thought to the car or followed its production. Nevertheless, he had followed the trials and tribulations of John DeLorean in the news and felt sympathetic. And when DeLorean was acquitted, Yacobozzi was pleased. Seeing the prototype for sale that November stirred something deep in him. He felt compelled to buy it.

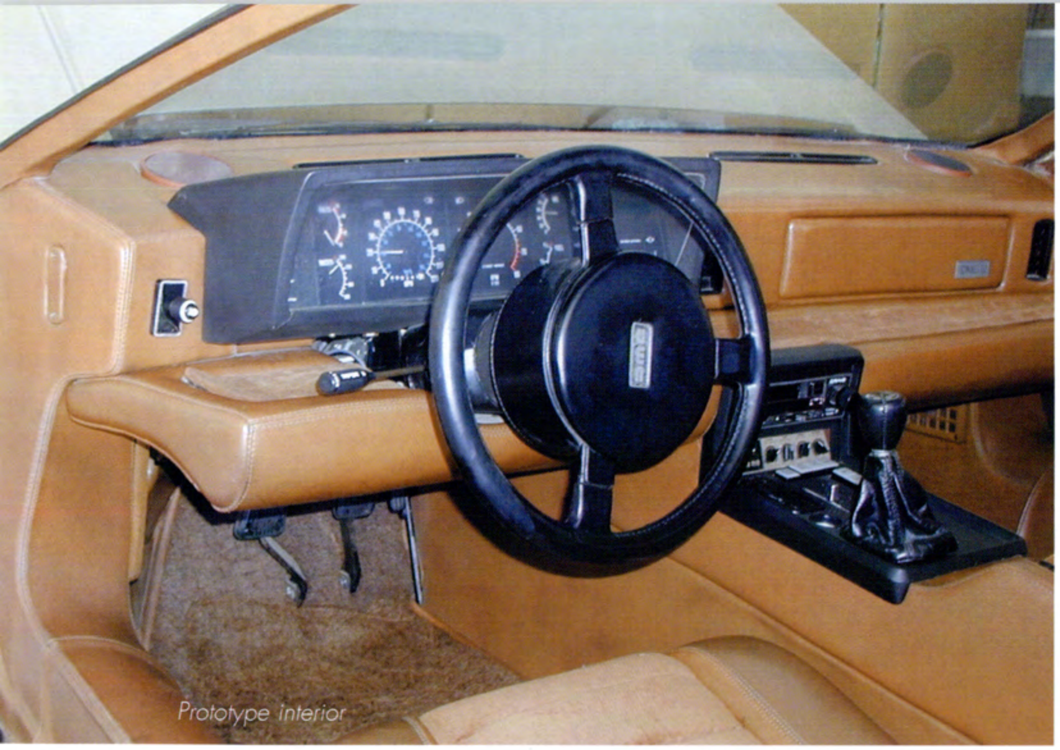
As the lawyer waved his hand again and again to raise the bid, Williams quickly realized the man had made up his mind. When the bid reached $37,000, Williams relinquished.

Reporters and cameras surrounded Yacobozzi as another DeLorean, listed as "Prototype 2", appeared on the auction block. Amidst the flashes of cameras and questions of why had he bought the prototype, he was unable to bid on the second car. But he would have bought them both that day. As Yacobozzi answered questions, Williams bid and bought the other DeLorean.

"I got close to being indicted like John DeLorean," Yacobozzi told reporters. "Having to face a grand jury is tough, even when you aren't guilty. That's why this DeLorean means more to me than to most people."

A few newspapers in Newport Beach reported the sale of the two prototype DeLoreans the next day.


▲ *Prototype front end*


Prototype interior

Fans behind the mid engine

*"With a name like that he shouldn't be too hard to find."*

Then, the earth swallowed them for almost two decades.

In 1998, Barrett-Jackson held an auction for the alleged "Prototype 2" near Phoenix, Arizona. At the time, it surprised those that knew a little about DeLoreans. While it could not be the second prototype—known more commonly as the Collin's Prototype[1]—it was not a production car either. Unlike the prototypes, the Black Hawk museum's car looked like a DeLorean production model, but had some glaring differences: each door had sliding windows, the emergency brake rested to the right of the passenger seat, the steering wheel was a Renault design, the battery was in the engine compartment and the side parking lights hugged the facias.

It was five years later in 2003 that I drove my DeLorean into Houston and bantered history with James Espey at DeLorean Motor Company. Among boxes and piles of documents, he showed me a newstory concerning the Newport Beach auction.

"I wonder if this Yacobozzi still has Prototype 1," I said. "With a name like that he shouldn't be too hard to find."

"No, he shouldn't," Espey said and walked into his office.

Ten minutes later he emerged with a smile, touting success. He had just spoken to Yacobozzi. And he still had his DeLorean.

Now, a year later, I'm welcomed into the home of the former California attorney. His manner is calm and sincere. He speaks softly but with eloquence. The years have been kind; he is easily recognizable from his newspaper photos.

"What made you choose to live out here?" I ask, noticing the beautiful Nevada mountain ranges in the distance.

"It's peaceful. Nevada has been really good to me with licensing and teaching," he says. "They look at the person as a whole and not just at one stupid incident."

"Why did you leave California?"

He smiles, having already anticipated the question. He tells me a story.

In the years after he bought the prototype, Yacobozzi's understanding of law lead to consistent success. He became known as a daredevil in court, fearless in the face of hard-nosed prosecutors in cases that seemed like lost causes. Most of all, he became known for winning them.

"I was looking good in 1984 and even better in 1990," he says. "My law practice was great. My investments were great."

In fact, by 1990, in his last ten murder cases, Yacobozzi delivered his clients to a verdict of "not guilty" or "insane." He felt a deep

*"I've lost my license, my wife, my job, my reputation, my political career…."*

love for the law, and his future looked limitless.

"All the planning I did in the world could not have anticipated so many things going wrong at once."

In 1990, Yacobozzi was charged with a paternity suit. Spanning two years, what began as a simple case augmented into a harsh and humbling experience.

"I managed to figure out how to do everything wrong," Yacobozzi says.

Perjury charges led to a criminal trial. His wife asked for a divorce. The state weighed the charges against his license to practice. But he loved the law too much to be disbarred and resigned it instead.

In 1992, Judge Ragnar Engebretsen sentenced Yacobozzi to 180 days in jail and three years probation.

"I've always been impressed by your professionalism," the judge told Yacobozzi during his sentencing. "I have high regard for you. I feel sorry for being here with you at this time."

After the trial, Yacobozzi told a reporter, "I've lost my license, my wife, my job, my reputation, my political career…."

He reported to serve his sentence in jail on April 16, 1992.

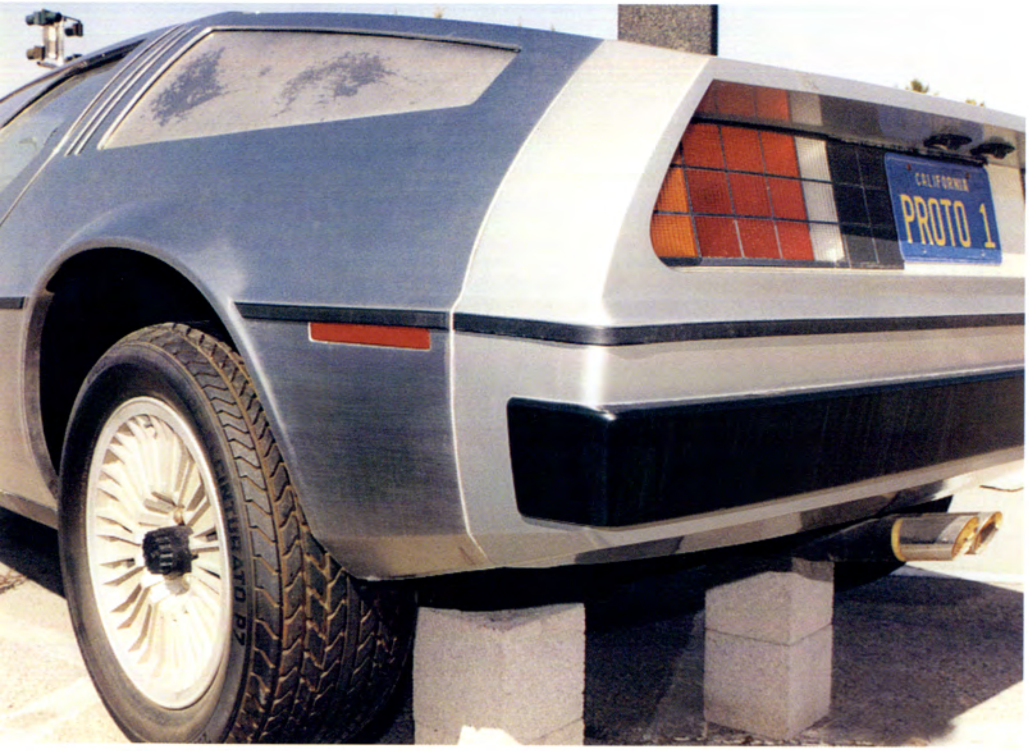
"It's hard to be 50 years old in jail because the average age is 23," he says now. "It took me a while, but in jail, the street smarts I had came back."

They were the street smarts he had learned growing up poor in the South side of Chicago. At 14 he worked as a theater usher. By 17 he was working in a steel mill before joining the army. Afterwards, he moved to California and worked for Rockwell and Aerospace for 13 years, moving up the ranks. He spent his nights in school, earning a bachelor's degree and most of a masters. He eventually completed his doctorate and passed the California Bar Exam. With sheer grit and determination, he had climbed his way to success. He had earned every inch with hard work and dedication. Now he would have to do it again.

He was released from prison after 86 days but returned to little of his former life. Through it all— losing his money and his home — the DeLorean remained.

Yacobozzi has led a successful life in Nevada. In the last 13 years, his only brush with the law was a parking ticket. He has taught courses in several colleges and universities. A career in real estate proved fruitful. In 2000 he was honored to accept the position of Chief Judge for the Paiute Indian Tribe. Soon he was promoted to Chief Magistrate, working for the Department of Interior of Indian Affairs.

In recent years, he has returned to his brokerage firm and enjoys teaching nearby. He has accepted



*The 741 miles on the car when Bill bought it remain unchanged. He never drove it.*

his past with grace and shows only the slightest irritation about his ordeal a decade ago. He isn't upset about the loss of money, the judge, the prosecutors or the people involved. But he misses practicing law and has, so far, been unsuccessful in his bid to be reinstated in the California State Bar.

"You're never truly content. You always kinda say 'What if?' " he says. "But I wake up and smell the air, walk outside and generally have a pretty good feeling."

Bill stands in his garage as I prance around his DeLorean, jabbering excitedly about its history and importance to DeLorean enthusiasts. I shake my head in disbelief to see the cooling fans in the rear behind the four-cylinder Citroen engine. And I laugh when I open the hood and notice how roomy it is. The interior is dusty but instantly recognizable from its photos.

"It's like a friend to me," Bill says. "Sometimes I come into the garage and walk around it. And I realize that's selfish. It really belongs in a bigger environment."

In 1984, he started the car, and it fired up without hesitation. Throughout the years, the DMC-12 has been moved from one garage to the next. But the 741 miles on the car when Bill bought it remain unchanged. He never drove it.

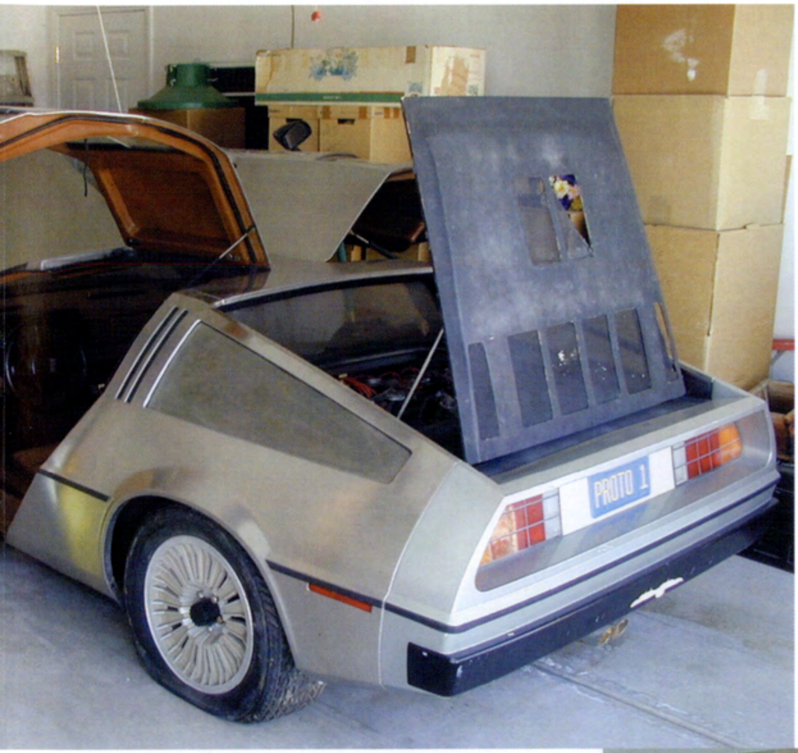
Sitting inside, I breathe in the musty air. Other than Bill, almost no one has been here for over 20 years. Not since the late 70s when newspapers and magazine's were raving about DeLorean's vision—back when the car traveled through picturesque scenery for photographers or on the test track. Here, a few people ago, John DeLorean sat with his wife and smiled for a picture published in a 1980 article in Wheels[2]. Everything good John DeLorean conceived about this dream began right here.

Through all the years, Bill knew it was special. But he could never bring himself to service the car. After all, who is qualified to work on a car that is one of a kind to the world? The car is completely original, down to its flat tires, Plexiglas sliding windows, the battery, the emergency brake in the glove box and the *DMC-12* on the passenger dash. It waits patiently for its future.

"Why did you keep it for so many years?" I ask.

"Because it's John DeLorean and the history," Bill says. "Porsche and Ferrari are just cars."

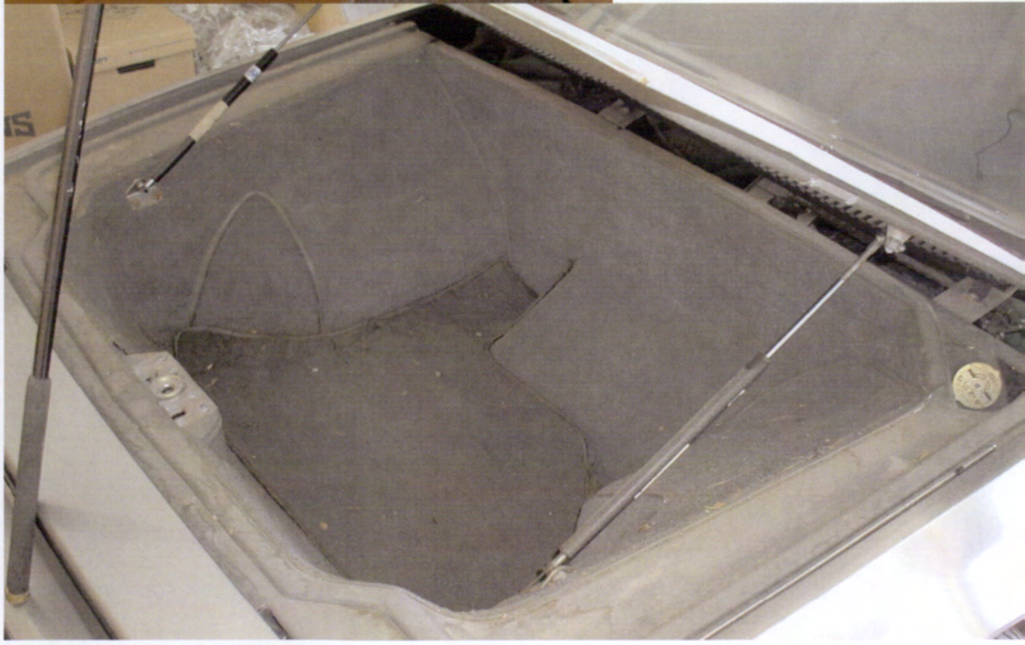
I press him on whether he'd consider selling it, and he caves a bit, admitting that he's always felt a bit guilty that he's kept it to himself.



*Everything good John DeLorean conceived about this dream began right here.*

"I have no specific plans for the car," he says. "If I knew it went to a good home, I'd consider selling it—if they'd respect it. I do believe it should be out where others can enjoy it."

His tone suggests a deep respect for the legacy he keeps in his home. Bill is the perfect harbinger for Prototype 1. Through the trials of his own life, Bill has come to understand and value what John DeLorean created. And for what John DeLorean will always be remembered.



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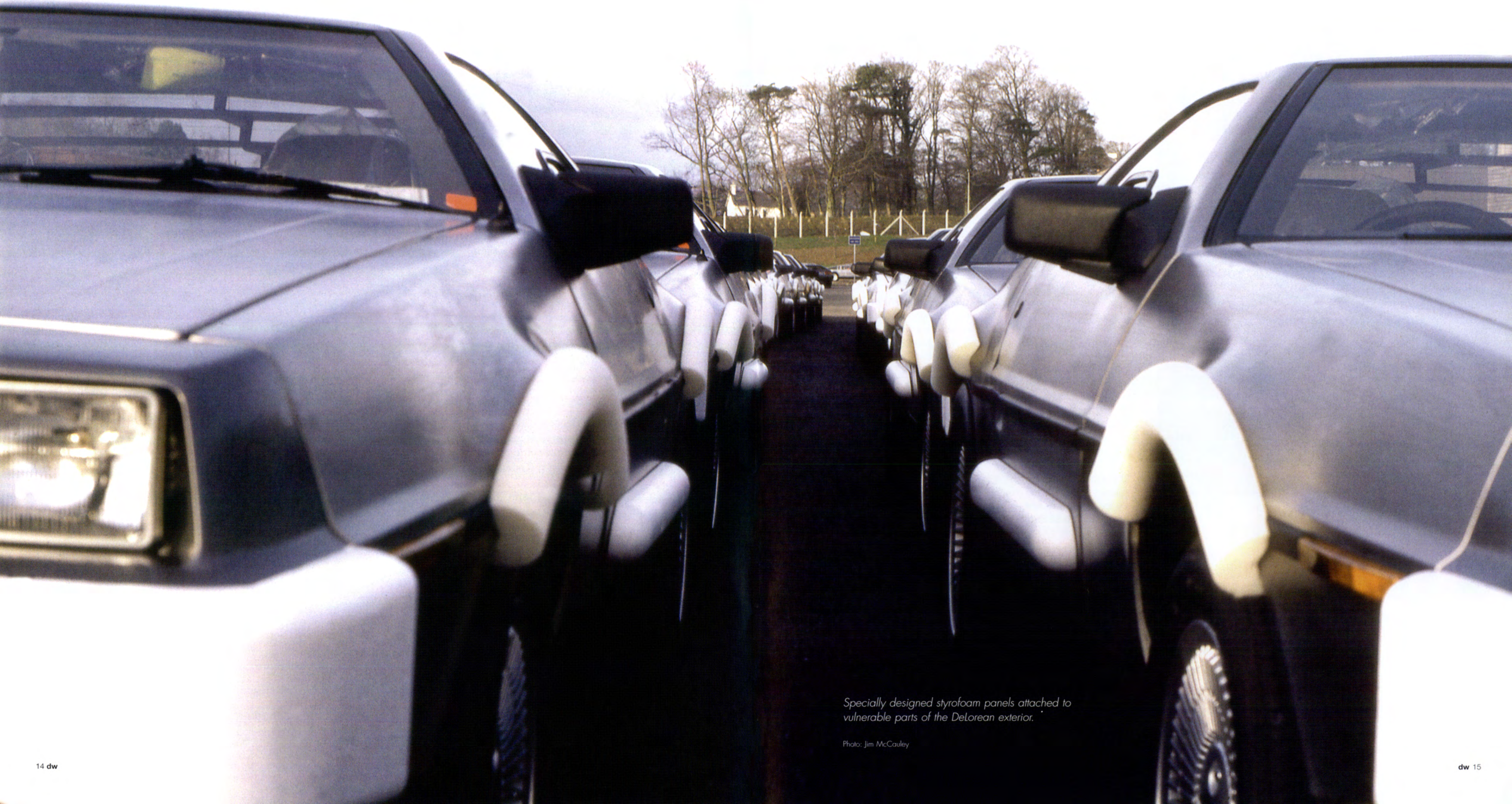
[1] *In 1978, John DeLorean sent the second prototype to Bill Collins at Lotus and commissioned them to design the production DeLorean in record time. In 1996, in the seventh issue of DeLorean News, the DeLorean Owners Club showed what was left of the car in Lotus' junkyard. According to James Espey's research, indications are that the car has since been destroyed completely.*

[2] *"The Gullwing Snub". Wheels. May 1980*

# DELIVERING DELOREANS

**Story:** Fearghal McKinney **Research:** Robert Lamrock
**Photos:** Jim McCauley, T. Reid
**Additional photos:** Courtesy of the Daily Record and Billy McCallan

*As the sleek, two-seater, gullwing-door car was beginning to take shape in late 1979, attentions shifted towards the car's export from Ireland.*



*Specially designed styrofoam panels attached to vulnerable parts of the DeLorean exterior.*

Photo: Jim McCauley

*"On more than one occasion, I had to charter small aircraft from England to fly items in."*

▼ *Factory workers on underbody production line.*

Photo: Jim McCauley

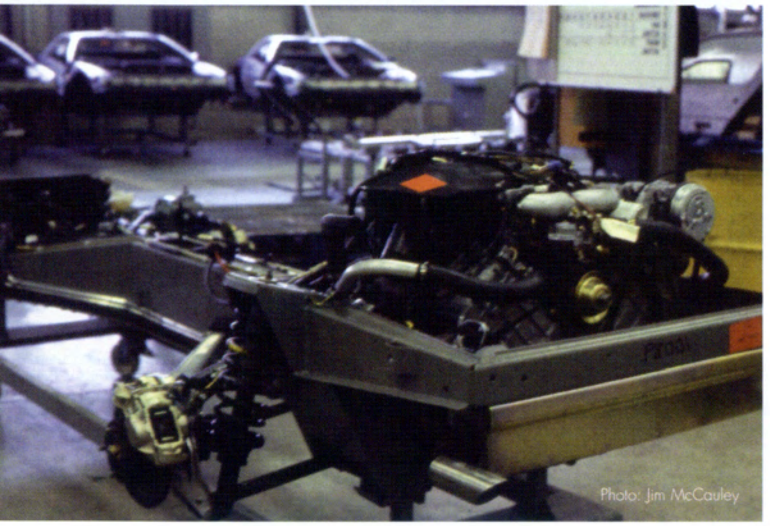


Photo: Jim McCauley

▲ *DMC engine with car bodies in background.*

From the start the project had more going against it. But despite costing a fortune to build, it was stylish, unique and beautiful. Picking Belfast to manufacture DeLoreans was not without complications. Northern Ireland had been torn apart by years of political and terrorist turmoil, and those who lived there had little experience with the automotive world. And if it could be done, how would DeLoreans get to consumers thousands of miles across the Atlantic?

John DeLorean's most ambitious plans to transport his car to dealers across America were marked by the threat of terrorist attack. If his ideal failed, DeLorean would need to flex political and financial muscle to force Belfast Harbour authorities to comply. As the sleek, two-seater, gullwing-door car was beginning to take shape in late 1979, attentions shifted towards the car's export from Ireland.

Paul Murphy worked as a Traffic Superintendent in the early days of DMCL and was responsible for the importation of car parts from all over the world. As the factory began to take form, he became closely involved in the review of transport strategies. In the United States he had coordinated air and sea freight consolidation points for Smith Industries, AC Delco batteries and even a wheel nut manufacturer from Buffalo.

But it wasn't just transportation of finished cars that required solutions. Acquiring parts for car assembly in the production line proved difficult as well.

"I remember special pallets being prepared to bring the stainless steel panels from Carlow in the south of Ireland up to the factory, not to mention getting the engines over from Renault in France and the chassis from England," Murphy says. "The logistics were very exciting and interesting. On more than one occasion I had to charter small aircraft from England to fly items in."

Various different methods had to be tried and costed to arrive at the final transport model. Pasha Industries' role was to choose the best method.

The DeLorean authorization letter read: "To whom it may concern. Be it known that Pasha Industries with principle offices located at 1301 Canal Blvd., California has been appointed exclusive Transportation and Distribution agents for the DeLorean Motor Company."

Would it be by air? Would it be the three-thousand mile, two-week voyage across the Atlantic? And whatever the method, how could it be ensured that the product would eventually arrive safe and sound?

DeLorean Motor Company was clearly excited by the prospect of air travel. Here was a style of delivery rarely used before.

"It fits very well with the overall DeLorean image of a unique, stylish product" a transport strategy document prepared by Pasha concluded, "extraordinary in concept, manufacture and transportation."

Jumbo Jet 747s among other planes were used by Pan Am and Aer Lingus to swift preproduction DeLoreans across the Atlantic. DeLorean's most valuable cargo—the two 24k gold-plated cars—were air freighted to the United States this way.

In September 1981 Murphy was charged to ship various parts from Degussa— the company plating the gold panels in Germany—to Belfast. He wore special gloves when handling various gold-plated parts, including the gold-plated wheel nuts.

As DeLorean construction began, the prospect of flying every car to America was proposed. According to the DeLorean Logistics Project, deliberations of various methods began to establish the most effective strategy and budget.

Each method had costs common to all. One item DeLorean considered essential for the company's transportation needs were specially designed Styrofoam panels to protect and attach to vulnerable parts of the car. These cost an additional sum of $25 per unit. Insurance costs were considered for each style of transport. Since some damage would occur no matter what delivery method was used or how well the cars were protected, predicting the least damaging style of transport would be beneficial to the company's bottom line.

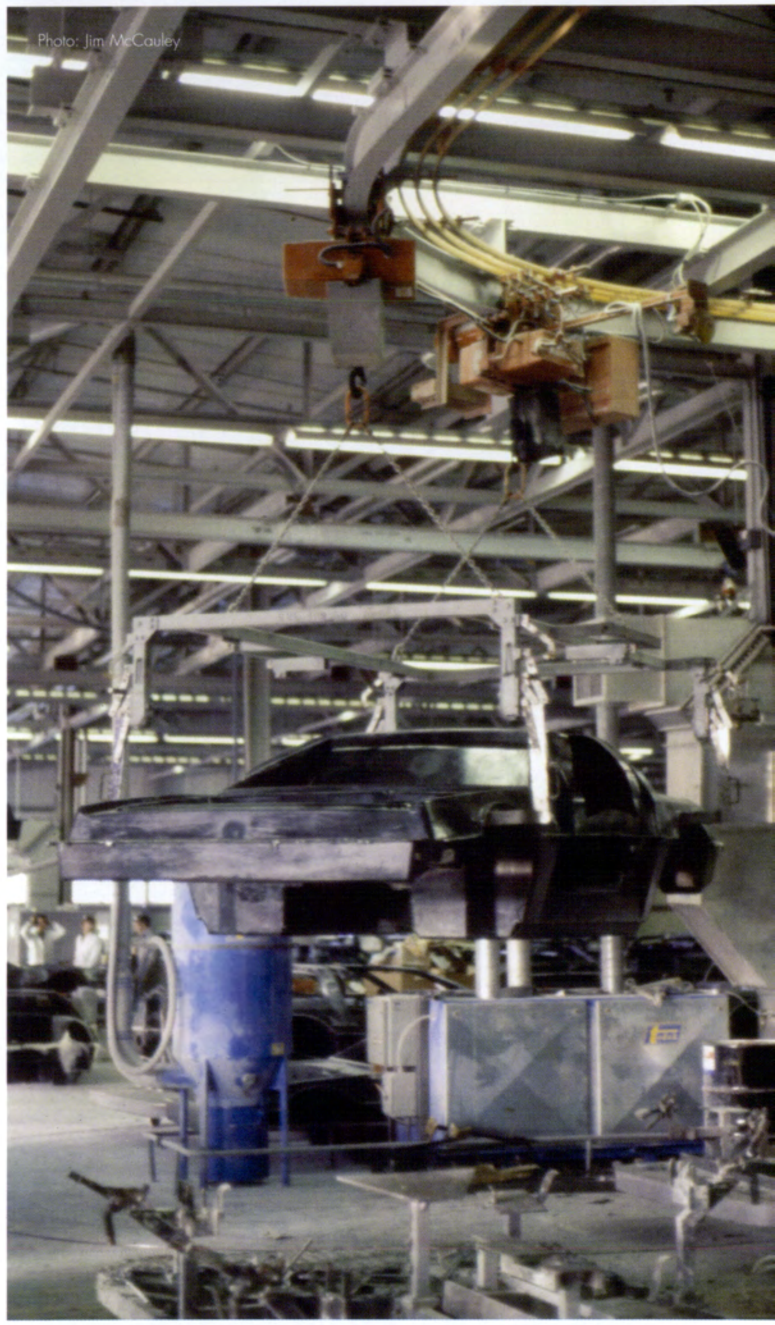


Photo: Jim McCauley

▲ *DeLorean body ready to be attached to a chassis.*

Photo: T. Reid
Photo: T. Reid

*Preparing the two 24k gold plated DMC automobiles for shipping in a special crib at the factory under the watchful eye of a security guard.*

*Pasha Industries was left to choose. They were impressed with the prospect of flying DeLoreans to the U.S. This was a system they felt fit in with the cars' style and futuristic image.*

The company had a detailed view where the cars would be distributed across America. It knew, for example, that 45% of Porsche cars bought in the U.S. were sold in California so it predicted that half of its product would be transported there. Thirty percent were allocated to central parts of the country and 21% to the east coast.

Belfast International Airport could handle the task with flight availability to Los Angeles, New York and Chicago. Special pallets were needed to carry the cars on board. They would then be ferried back to Northern Ireland. Flighting cars required less than nine days transport from the factory to its destinations. It was a huge attraction in terms of changing demand, but the cost would be approximately $1,400 per car.

Another method of transportation was cross Atlantic shipment. Again it involved special pallets bolted inside a container with four cars in each. They would then be sealed, loaded on a truck, delivered to a port from which it was dispatched into the U.S., and finally delivered to various dealerships. But shipping included a number of downsides. Pallets would have to be returned from a large number of dealerships. And who would accept liability if cars were damaged in a sealed container which had gone through a number of transit systems and not opened until it arrived? Sea and road transport would take approximately one month. With the new pallet system, it wouldn't be cheap.

The roll on, roll off model (Ro/Ro) was another option specifically designed for the transport of cars. As the cheapest method, it looked attractive. The design incorporated what John DeLorean had in mind. There was no need for major capital investment in complicated pallet systems. And in terms of negotiating rates, major European car manufacturers had begun decreasing imports to the United States so there were vacancies the carriers were eager to fill.

On expense alone, Ro/Ro had it. In some cases, even before negotiations started, it was almost half the price.

Pasha Industries was left to choose. They were impressed with the prospect of flying DeLoreans to the U.S. This was a system they felt fit in with the cars' style and futuristic image. From a public relations and marketing perspective, they wanted it. There were a number of potential risks—not least of which included terrorists vying for a public relations disaster: "a higher visibility system is therefore more likely to draw attempts at disruption for political purposes in Northern Ireland."

Fuel costs were also a concern. Since air freight was more susceptible to increasing fuel rates, costs could be impacted with little warning. The company also felt that if there were problems with a particular carrier it would be left vulnerable to penalties by going for an alternative.

*Three hundred and seventy-nine cars were put on board for that first trip to Long Beach on Easter Sunday, April 19, 1981.*

Photo: Jim McCauley

▼ *Upper half of underbody ready to be placed on top of the lower half, before fixing together.*

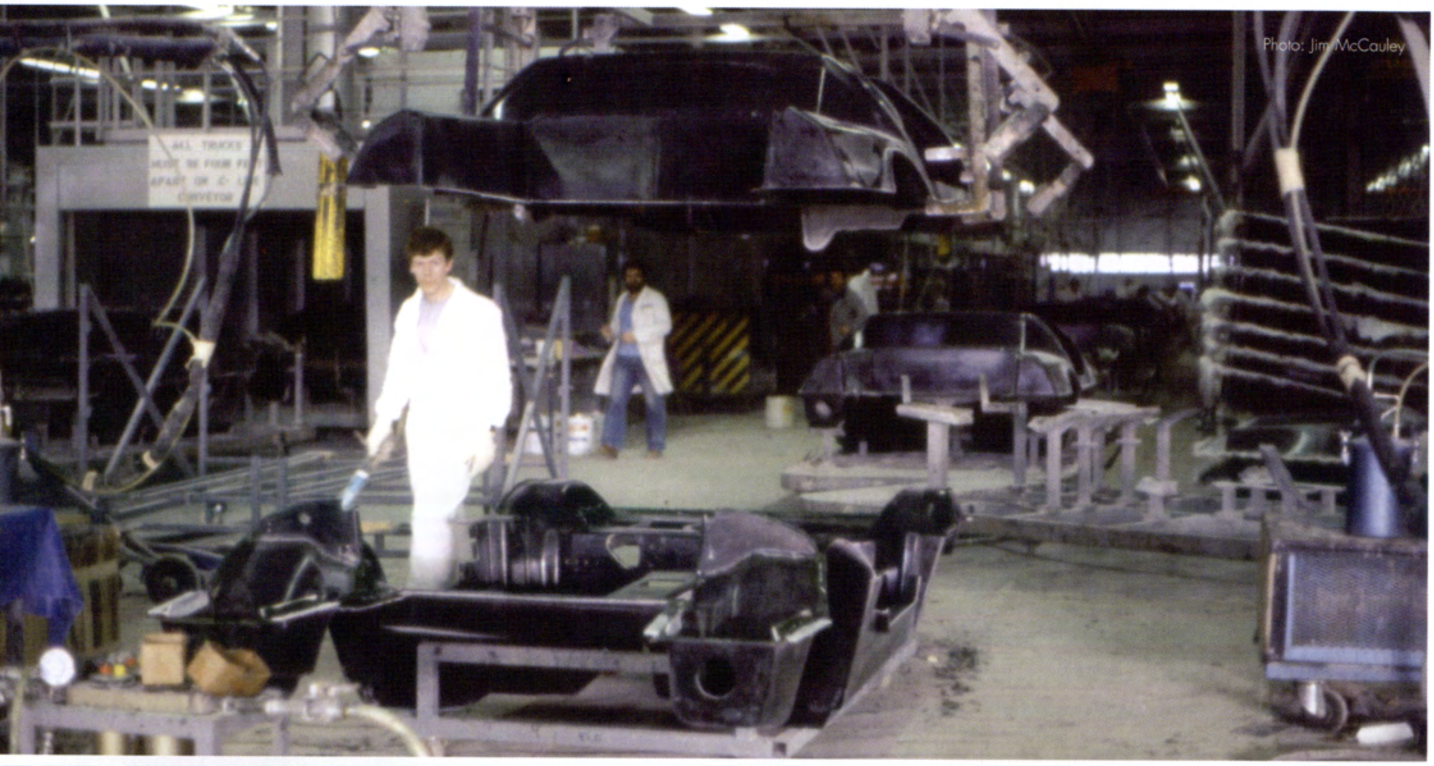


Photo: Jim McCauley

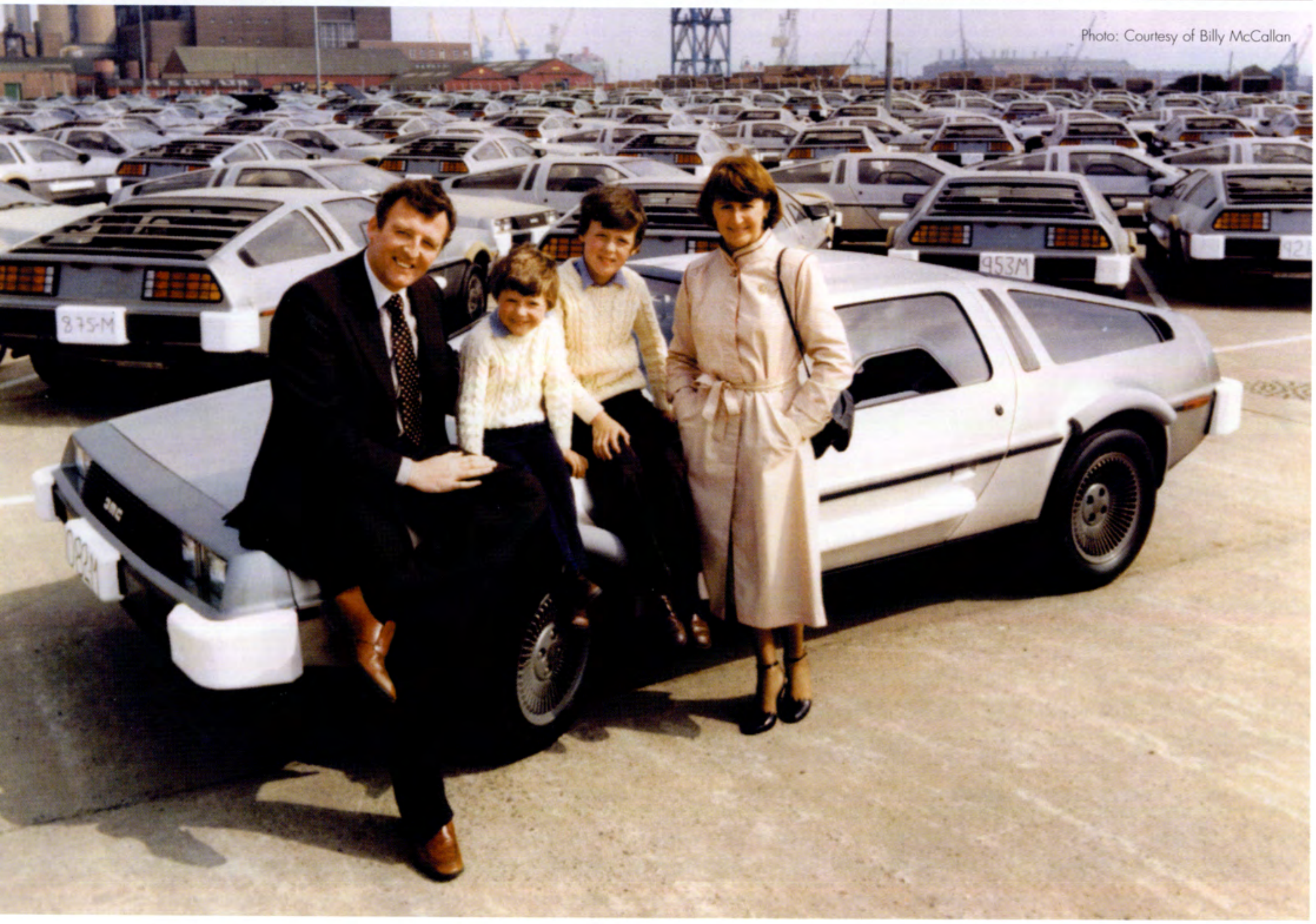


Photo: Courtesy of Billy McCallan

▲ *Billy McCallan and family waiting at Stormont Wharf in Belfast Port with the first shipment of 379 DeLoreans, April 1981.*

The same was true for the unique containerized system. The expense of rack systems were too much for their perceived benefit. It just didn't provide the flexibility needed and there were major capital costs attached.

The Ro/Ro system was chosen even though Belfast Port represented an environmental disaster for a car dispatch operation. Situated in the heart of the city, the port was located next to a coal power plant and a grain fertilizer operation. With dust and other unwanted particles, DeLoreans would lose their newness before leaving Ireland.

But there was a solution. Stormont Wharf held a covered facility transit shed at the docks which was used by the Port authorities as a bulk import breaking operation. It was perfect, but Port authorities didn't want to give it up.

Pasha laid it on the line. Its conclusion: "Should data dictate a Ro/Ro method, DeLorean intervention with the N.I. governmental agencies will be necessary to obtain release of the facility. Failing that Ro/Ro service direct from Belfast will not be feasible."

Having effectively ruled out other methods of transportation, DMC leaned its political muscle, calculating how much money the Port would lose if it didn't comply: "The magnitude of a $12 million penalty should be sufficient inducement….."

Employees beamed as cars were loaded onto the transporters, six at a time. They swung out of the gates at the Dunmurry plant on their way to Stormont Wharf. Terminal Superintendent Billy McCallan waited there to oversee the first deliveries. He prepared them for embarkment aboard the first shipment carrier, Continental Highway. Three hundred and seventy-nine cars were put on board for that first trip to Long Beach on Easter Sunday, April 19, 1981. They arrived mid May.

Every six weeks another ship would deliver its stock. The 1000th car built was shipped to the East Coast on June 19, 1981.

But McCallan didn't have to wait for his DeLorean like those on the other side of the Atlantic. One of the benefits of the job was a sleek, stainless steel, stylish, gullwinged door dream to drive every weekend.

*The DeLorean Owners Association proudly announces that the 25th anniversary of the marque will be celebrated in Belfast, Northern Ireland from Thursday, May 25 to Sunday, May 28 at Eurofest 2006. You can join Paul Murphy, Billy McCallan and many other former employees in a historic trip back to the factory. More details to come….*

Photo: Courtesy of the Daily Record

▲ *Dunmurry factory workers pose with an early DeLorean pilot car in August 1980.*

# dw magazine

*Travel • Technical • Lifestyle*

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# *Editor's Comments*

*by Edward R. Bernstein*

A couple of weeks ago my wife and I went shopping. We took our DeLorean. That's what we do. We drive it to the movies, to the store, to dinner and other obligations. In spite of the fact that I run a DeLorean business, the car is at the forefront of my life. In a way, it's a part of who my wife and I are. The giddiness and excitement we experienced when we first bought our DeLorean 22 years ago has become easy to forget in our daily routines.

As we were leaving the market, a loud startling roar almost caused me to drop my precious Brie and Chardonnay.

"What the hell is that?" I asked looking around for an 18-wheeler barreling through the parking lot toward us.

"What a racket," my wife said.

Then my eye caught the open scissor-wing door of a beautiful, silver, 2004 Lamborghini. The car was stopped, but the driver revved the engine.

We continued to our DeLorean. I opened the door for my wife. She hopped in, and I placed my bags behind the cargo net. I climbed into the driver's seat and closed the door. The roar became a muted rumble.

As I started my engine and the violins of Mozart flowed from my speakers, I noticed the Lamborghini backing out of its parking space through my rear-view mirror. I paused.

"What are you waiting for?" my wife asked. "He's already had the opportunity to see your doors open and close." She's always ready to point out the pretentious among boys.

"Millie, I'm waiting for the noisy car to leave first," I said. "I don't want to interrupt his moment."

As the Lamborghini backed out and passed behind us, the driver turned his head towards us. He froze his glance on the DeLorean for one timeless moment and then roared away.

It's in the eyes of others that I remember why I bought this car. I can't help but love cars as they change through the years. The new quarter-million dollar Lamborghini is breath-taking. And I can't say I'd mind owning a car like that. It's just that I still like my car going into its third decade. There's something about it—something you can't see exactly, although you could swear to almost hear it…swear to almost feel a sense of grace just out of reach and yet always right in front of me.

# Classics

DELOREAN ONE

Style

Beauty

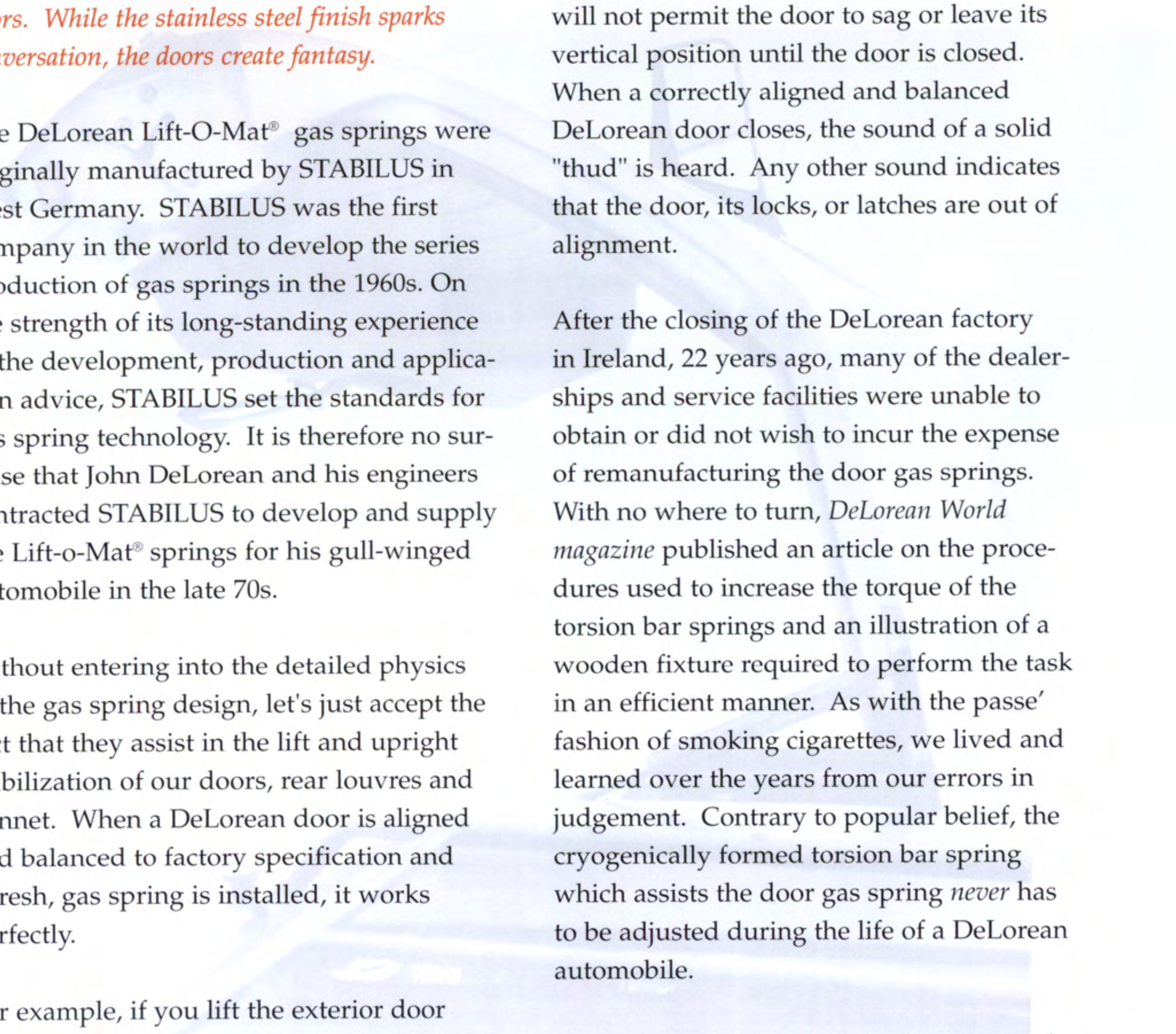
Tradition

Service

**Text:** Ed Bernstein
DeLorean One, Chatsworth, CA

# > OUR DOORS

*The most controversial characteristic of the DeLorean automobile is its gull-wing doors. While the stainless steel finish sparks conversation, the doors create fantasy.*



The DeLorean Lift-O-Mat® gas springs were originally manufactured by STABILUS in West Germany. STABILUS was the first company in the world to develop the series production of gas springs in the 1960s. On the strength of its long-standing experience in the development, production and application advice, STABILUS set the standards for gas spring technology. It is therefore no surprise that John DeLorean and his engineers contracted STABILUS to develop and supply the Lift-o-Mat® springs for his gull-winged automobile in the late 70s.

Without entering into the detailed physics of the gas spring design, let's just accept the fact that they assist in the lift and upright stabilization of our doors, rear louvres and bonnet. When a DeLorean door is aligned and balanced to factory specification and a fresh, gas spring is installed, it works perfectly.

For example, if you lift the exterior door handle with your finger, the door will begin to rise smoothly, assisted by the cryogenic torsion-bar spring, and continue in a graceful arc. The door will bounce gently at its apex and remain in its fully opened position.

The Lift-o-Mat® gas spring with 1800n (approximately 404 pounds) of pressure will not permit the door to sag or leave its vertical position until the door is closed. When a correctly aligned and balanced DeLorean door closes, the sound of a solid "thud" is heard. Any other sound indicates that the door, its locks, or latches are out of alignment.

After the closing of the DeLorean factory in Ireland, 22 years ago, many of the dealerships and service facilities were unable to obtain or did not wish to incur the expense of remanufacturing the door gas springs. With no where to turn, *DeLorean World magazine* published an article on the procedures used to increase the torque of the torsion bar springs and an illustration of a wooden fixture required to perform the task in an efficient manner. As with the passe' fashion of smoking cigarettes, we lived and learned over the years from our errors in judgement. Contrary to popular belief, the cryogenically formed torsion bar spring which assists the door gas spring *never* has to be adjusted during the life of a DeLorean automobile.

Modifying the factory original torque on the torsion bar spring increases the stress beneath the stainless steel T-panel. It causes the reinforcement metal, secured to the ERM roll-bar structure, to fracture its epoxy bond.

# >OUR DOORS

When the epoxy bond fractures, the torsion bar is no longer firmly secured in the passageway through which it extends towards the front door hinge socket. The initial minor amount of play caused by the fractured bond exerts forces upon the rear torsion bar bracket and its retaining nuts and bolts. At DeLorean One, we frequently see the fixed-nuts break free and permit the mounting bracket to lift and/or dent the stainless steel T-top from below. As the rear structure of the torsion bar bracket, loose nuts/bolts and fractured epoxy delaminate from the ERM body, the door begins to lift in the rear, the latches become misaligned, the door does not close smoothly and the operation of the door locks is erratic.

Several unnecessary aftermarket accessories have been introduced over the years in an attempt to compensate for this structural failure and the subsequent malfunction of the door locks and latches.

*THE CORRECT REPAIR PROCEDURE IS AS FOLLOWS:*

1. *Remove the door gas spring and stainless steel T-top.*
2. *Remove the torsion bar spring.*
3. *Repair and/or reset the torsion bar retaining bracket back-up plate welded nuts if damaged or loose.*
4. *Repair the epoxy bond between the roll-bar metal reinforcement panel and the ERM body. Secure firmly with fasteners.*
5. *Install a fresh, new, original manufacturer, door gas spring.*
6. *Torque the torsion bar spring to factory original specifications.*
7. *Replace the stainless steel T-top.*

Some misinformed DeLorean automobile owners are being encouraged to purchase kits that modify the factory original electronics by opening the doors automatically by remote control. The installation of these aftermarket components severely compromises the original engineering specifications of the door operation by permitting the doors to "fly-up" needlessly. Even though a correctly balanced DeLorean door will open smoothly unattended, the prudent owner will hold the pull strap during the opening to avoid structural stresses and maintain a controlled ascent.

Informed owners should install new door gas springs when necessary, repair any structural damage from the past, if required, and enjoy the original design of the car. In the long-term, adherence to original specifications and repair, will make your DeLorean automobile more valuable.

# DELOREAN WONDERLAND

**Story :** Sascha Skucek

It's a small DeLorean world. Rarely is the car in public media without our knowledge. Websites list commercials, TV shows, movies and cartoons that have featured DeLoreans. From good movies to bad pornography, from *Back to the Future* to *Backside to the Future,* the car has frequently enjoyed an 80s-themed legacy.

In April, Cold Case Files aired an episode about an 80s murder. A DeLorean was featured with Cyndi Lauper singing her 80s hit, *All Through the Night* in the background. It is interesting that directors have not, as yet, dared to feature a DeLorean in a 21st century setting. After all, the car still enjoys a contemporary style, and its stigma as a time machine with cocaine in the glovebox has long become cliché.

The nature of this truism may be why the producers of the new movie *Wonderland*—staring Val Kilmer, Lisa Kudrow and Kate Bosworth—chose not to spotlight the DeLorean in the movie. Perhaps it was because it's not particularly original to place a DeLorean in front of the Beverly Hills home of Eddie Nash—depicted in the movie as a raging cocaine user and dealer. Because, well, we'd get the connection. Again. Just like the last thousand times it's been made.

Nevertheless, a DeLorean is in the film–if only for one short second. Between frame 38:25 and 38:26, the left side of the car can be seen outside Nash's home, behind bushes and to the right of a gold Cadillac.

Chalk it down as yet another DeLorean factoid in history.

# got parts?

JALOPY
junker
RUN-DOWN
clunker
WORN OUT
spasmodic
decrepit
kaput
shot
pooped
spent
gone
busted

## No?! Check out DMC's Budget Restoration Program!

Our clients love it, and our competitors hate it, and it's just the thing to help you fix up the aches and pains of your DeLorean. The DeLorean Motor Company (Texas) Budget Restoration Program (BRP) is the way to save money on everything you buy for your DeLorean. The intent of the B.R.P. is to allow DeLorean owners who may not be able to complete a full restoration all at one time still get the parts they need to complete a restoration over time. By spreading out their purchases over the course of twelve months, the project is then much more manageable.

To be eligible for the B.R.P., an initial purchase of $1500.00 of DeLoreans parts/accessories at regular prices from DeLorean Motor Company is required. This registers you in the B.R.P. for a period of 12 months from the date of the initial purchase, future purchases will be discounted by 10%.

Limitations and exclusions apply as follows:

1. DeLorean Motor Company "kits" are not eligible for a discount, as they are already discounted from regular price. However, you are encouraged to purchase the kits as a part of your initial $1,500 purchase.
2. Purchases in excess of the factory stated number of required parts (per the parts manual) will not be eligible for the discount (i.e., three hoods, etc.)
3. Discounts are not applicable with any other specials, promotions or discounts that may be offered in the future. The BRP is subject to modification and/or cancellation at any time.

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Visit our online store at *www.delorean.com*

# A Philadelphia Story

**Story:** John Walk
**Photos:** Rick Echlmeyer, R. Kennedy, B. Kristi, C. Purcell, Edward Savaria, Jr., G. Widman, Grayden Wood
**Additional photos:** Courtesy of the Greater Philadelphia Tourism Marketing Corporation, Pennsylvania Academy of Fine Arts, Philadelphia Museum of Art

Photo: G. Widman for GPTMC

I drove carefully on the narrow streets of Society Hill. Rain drizzled. Dotted with one-way streets and elaborate architecture, this area of Philadelphia felt like the right home for my old friend and teacher.

I found his street address and pulled onto the sidewalk as he had expressly suggested by email. I opened the gullwing and stepped out. The DeLorean sparkled with misty drops of water—I was finally over my fears of driving my precious car in stormy weather. A wet DeLorean has since become a favorite image of my mind's eye. There's something beautiful about water drops along stainless steel. Something divine.

Mr. Ruth opened the door, cane in hand. He greeted me without a smile but with deep sincerity. It was good to see him too.

"Grab your bags and bring them in," he said and handed me a pass. "You're going to use this to get into the garage around the block. A car like that would disappear within the hour if you left it out here."

While I would like meet the idiot that believes he could steal the most recognizable car in automotive history, I wasn't keen to argue this with Tom Ruth.

Union League of Philadelphia
Photo: © C. Purcell for GPTMC

# City *Muse*

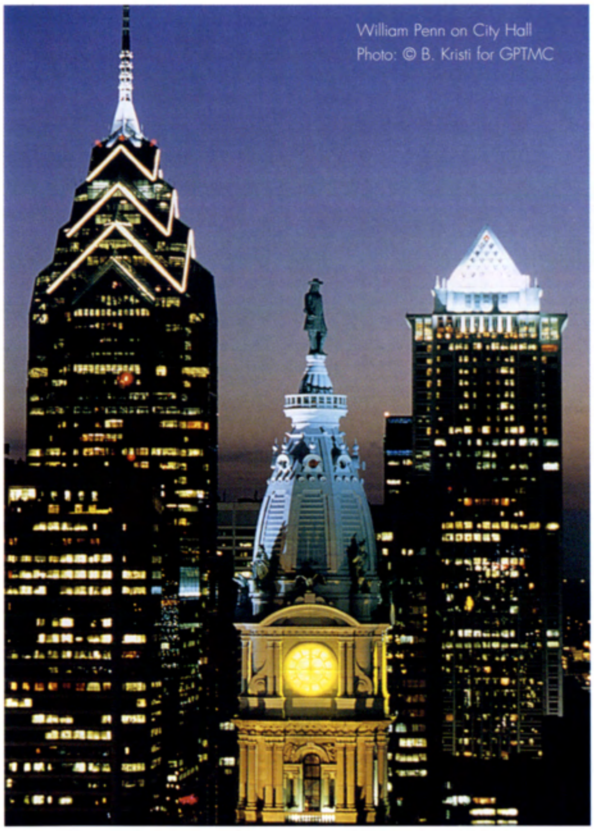
Of course, it's not the professional thieves DeLorean owners fear; it's the amateurs who just want to joyride the thing for a while.

Mr. Ruth invited me to dinner at the Union League of Philadelphia, one of the oldest and premiere private clubs in America. Built in 1865, the French Renaissance-styled building spans an entire city block in downtown Philadelphia. Across four league restaurants, the food is superb and the menus are adorned with specialty dishes designed to placate the sophisticated palette. The league's library includes 26,000 volumes and the halls are decorated with an extensive art collection. Over 80 events are accessible to members each year. It is a venue recommended to any traveler to Philadelphia—if you can get in.

Over filet mignon and rice pudding, Mr. Ruth and I chatted about politics, nuances and old times. Mr. Ruth taught history at The Hill School—one of America's most venerated, private, preparatory schools. To date, his class was the hardest I've ever taken. I first met him in 1994, midway through the first term and failing Botany. I begged him to allow me entry into his European history course so I could stop studying plants and get into Napoleon.

"Join us," he smiled, amused at what I was getting myself into. "You'll need to get the text at the bookstore. Start reading to about page 300. And get it done right away."

In class Ruth was a masterful teacher. He never used notes. He rarely wrote on the chalkboard, believing a teacher's back must never face his students. When he did turn around, it was only to lower a map of Europe. He lectured from memory, adding details that PhD students weren't learning in college. And if you forgot your pen or pencil, no problem. Ruth had dozens, finely sharpened.


William Penn on City Hall
Photo: © B. Kristi for GPTMC

Franklin Institute Sky Bike
Photo: © GPTMC

# City *Wanderings*

"Left shoe," he would say, pointing to the side of his desk and the student would comply. "You can have it back when you return the pencil."

He never lost a pencil. I studied and studied for Ruth's exams and failed every one. Years later, when I introduced him to a friend, she asked, "So, was John a good student?"

"Oh extraordinary," he said with serious eyes. "Extraordinary."

He meant that my miserable grades were not as poor as those of my classmates—it was a fact that earned me honorable mention when I graduated from The Hill.

---

The Independence National Historic Park is intersected by Market and 5th Street—a perfect spot to begin wandering Philadelphia. Ruth suggested I meander about Independence Hall and eat at the City Tavern. If I still had time, I was to see Queen's Hill and Rittenhouse Square. For a day-tour, Philadelphia

Independence Hall
Photo: © B. Kristi for GPTMC

City Tavern
Photo: © GPTMC

Philadelphia Museum of Art
Events & Meetings Area
© Philadelphia Museum of Art
Photo: Grayden Wood

# City *Attractions*

offers an overwhelming amount of possibilities. But seeing the Liberty Bell, across from Independence Hall, is a token first.

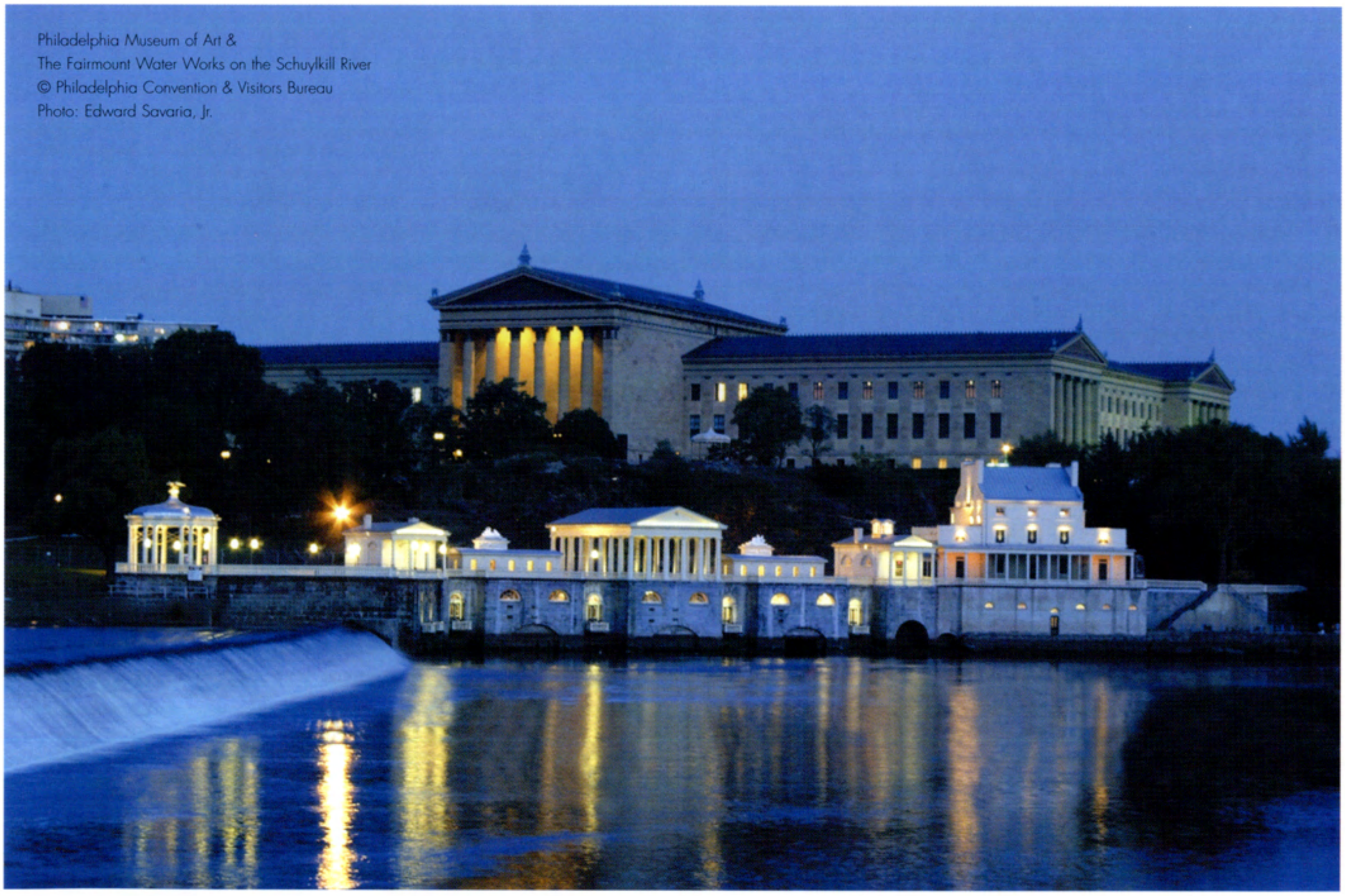
If you plan to park in downtown Philly, expect to lose a few $20 bills. Parking isn't cheap. Travelers wishing to forego the hassle may park outside the city along the commuter rails for a few dollars. The ride in takes about 15 minutes. A hundred attractions await you within walking distance of Independence Hall. Other points of interest like Rittenhouse Square, the Philadelphia Museum of Art and the Franklin Institute are a short taxi ride away.

Getting in to see the Liberty Bell felt like an airport checkpoint, and it doesn't bode well for any traveler that thinks he's Indiana Jones. The security officer watched me strip to my socks: here are my shoes, my lighter, my Leatherman, my belt, my jacket, my camera, my wallet and change. And here's my whip.

Past the screening was a small museum detailing a thousand facts about the bell—when it was built, when it cracked, what it may have sounded like, when it toured the country, and what famous celebrities touched its surface.

Making the mistake of reading some of these details, I was passed by a group of 30 children and their teacher. By the time I reached the bell, I was in the back of the bunch, listening to a park ranger.

"If you can answer my next question, I'll let you touch the bell," he said. "What was the first fruit on


Philadelphia Museum of Art &
The Fairmount Water Works on the Schuylkill River
© Philadelphia Convention & Visitors Bureau
Photo: Edward Savaria, Jr.

the moon?"

Fifteen children raised their hands.
"I'll take three answers," the ranger said.

"Um…a banana?"

"No, it wasn't a banana."

"An apple?"

"No."

"An orange."

"No, it wasn't an orange," the ranger said. "It was a peach. Guess no one gets to touch the bell."

The dejected students shuffled away as the ranger led them outside. For the moment, I was left alone.

Contrary to popular belief, there is no evidence that the bell rang to forewarn that the British were coming–no, that legend happened 300 miles away in Boston. With over 1.6 million visitors per year, it remains Philadelphia's main tourist attraction. "Proclaim liberty throughout the land to all the inhabitants thereof…" from Leviticus 25:10 was inscribed on the bell when it was first cast[1] in London in August 1752. In 1839, in the midst of America's struggle to abolish slavery, this passage inspired a poet to describe it as the "Liberty Bell." It's no simple irony that the bell now stands on the grounds where George Washington kept his slaves during eight years as America's first president.

Another ranger appeared as a few tourists gathered to view the bell.

"Do you have any questions?" he asked repeatedly. The bell's weight of 2,080 lbs seemed to be the only question tourists wanted answered.

"Can we touch it?" I asked.

Liberty Bell
Photo: © R. Kennedy for GPTMC

PASS AND STOW
PHILADA
MDCCLIII

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[1] *Apparently not well. It cracked during its first ringing on March 10, 1753.*

"We prefer that you don't touch it," the ranger said. "The oil in the hand actually damages the bronze."

"I saw a picture of Thomas Edison standing with the bell back there," I said, "And I'll bet nobody hassled him for putting his big greasy palm on it."

The ranger gave me a curious eye. "Well believe it or not, it does deteriorate the metal."

It's so true. If greedy humans don't stop touching the bronze bell, it might not last beyond the year 52,015 AD.

I left the bell and walked north briefly on 5th Street to the United States Mint. A guard stood near the roped-off entrance. A sign near the street stated that the Mint was closed to visitors and only accessible by advance-booked tours. But it wasn't always so.

The guard watched me read the sign and then glared as I approached him.

"Can we not go in at all?"

"Tours have to be booked in advance," he snapped.

Had he not just seen me reading the sign? So we couldn't tour the mint, but maybe there was a main lobby or a gift shop. And if so, what does a gift shop in the U.S. Mint sell? Money? If so, how much for that quarter? How much for that five-dollar bill in the window. These are the great curiosities that kept me out of the ivy-league schools.

Lunch-time approached as I walked into Christ Church burial ground on the way to the City Tavern. Over 5,000 people are buried in less than one acre, and most of the tombstones have sunk several feet into the ground. Ben Franklin's grave is honored by thousands of visitors each year. His tomb is covered in pennies—put there by visitors in tribute to a man whose inventions and witty sayings still linger among us today. Shortly before he died on April 17, 1790, his daughter asked him to move in his bed.

"A dying man can do nothing easy" Franklin said with his last words. And while it wasn't easy, it's likely that no man did more to ground the establishment of the United States.

"Where are you going to eat lunch?" My cousin Jeff asked as I spoke to him on my cell phone.

"City Tavern."

Ben Franklin's Grave
© Philadelphia Convention & Visitors Bureau
Photo: Edward Savaria, Jr.

Christ Church Burial Ground
© Philadelphia Convention & Visitors Bureau
Photo: Edward Savaria, Jr.

# City *Savory*

"Ah," he said like a sheik that just burped at a Saudi dinner table. Jeff has spent years in Philadelphia and was ready to offer advice. "City Tavern is nice but expensive. And the chairs are uncomfortable."

"Gotta do it, Jeff. It's history."

"Look. You're in Philadelphia. You should eat a Philly cheese steak. Jim's Steaks at 4th and South has the best."

"I'll check it out for dinner."

I stepped into the City Tavern on 2nd and Walnut. John Adams once referred to the establishment as "the most genteel tavern in America." Completed in 1773, it quickly became a commune for social and economic venues in Philadelphia. By the 1790s, however, it lost prominence to newer hotels. In 1854, it was demolished. In 1975, the national park service thought it would be really keen to rebuild it down to the last detail. Today, it is known for its fine dining and gourmet recipes, which they gladly sell in *The City Tavern Cookbook.*

The floor creaked and delicious odors of pears, cinnamon and gingerbread filled my nostrils as I walked into the lobby. I was greeted by a neatly groomed man with deep brown eyes. He smiled and showed me to my table. The employees at the tavern are dressed in 18th century attire complete with long socks, pilgrim shoes, tight pants and a blouse—something that might be entertaining if it wasn't overdone in downtown Philadelphia.

Jim's Philly Cheese Steak
© Philadelphia Convention
& Visitors Bureau
Photo: Edward Savaria, Jr.

"Is that suit comfortable?"

"You know," brown eyes said, "It's like wearing pajamas."

How economical that a man could wear pajama-like outfits in and out of bed. Dressed in a silly hat, a striped blue top, blouse and dark blue skirt, the barmaid took my order for a succulent dish of tenderloin tips and mushrooms in a Dijon sauce with noodles.

While I waited, I was blessed by the conversation of four women next to me.

"I'm dating a psycho," the first woman said, her back to me. "You know he tried to kill himself…."

"I met him at the office once," another woman said. "He seemed like the most mature man I'd ever met."

The first woman replied, "And then he met me and went insane."

The women thought this immensely hilarious, and the room echoed with loud, roaring laughter as I buried my eyes into my hand.

My pretty barmaid served me three slices of bread. One by one, I ate them like a good connoisseur, testing the texture and flavors. The first—the Sally Lun sourdough—was good. But the second—the Anne Dama dark bread—was better. And the third slice—Mmm—was the best.

"What kind of bread is this one?" I asked.

"Sweet potato pecan," the server answered.

Eww. It didn't seem to taste as good any more. What expert decided to mix pecans with sweet potatoes anyway?

# City *Treasures*

I took a short walk in the tavern's cellar where the good smells seemed to emanate and forgot my pettiness. Something quaint hung in the air like a faint whisper at the City Tavern. The food was excellent and carefully prepared. And while the chairs were hardly designed for napping, they were not as uncomfortable as I had braced for them to be. I stumbled out of the tavern like a happy, stuffed piggy and headed for Independence Hall.

Ben Franklin Parkway
© Philadelphia Convention & Visitors Bureau
Photo: Edward Savaria, Jr.

Ben Franklin Memorial
Photo: © GPTMC

# City *Landmarks*

The crowd for the 3 o'clock tour was ushered into a room of the old building. The fifth grade Liberty Bell ranger suddenly appeared and, with grinning charisma, immediately delighted the crowd. I smacked my lips and waited patiently for the moon fruit question so that I could touch something precious.

"A lot of you know this painting," the ranger said, pointing to a 1987 canvas by Louis Glanzman depicting delegates mingling around a table, ready to sign the Constitution.

"Who's this guy?" The ranger asked.

"Thomas Jefferson…," came the murmur from several in the crowd.

"That's right, Thomas Jefferson…. How about this guy right here?"

"Ben Franklin…."

"That's right. How about this guy? Can anyone recognize him from the back?"

The ranger was pointing to the delegate bent over the table signing the Constitution. And I almost raised my hand, because I could swear that rear end looked familiar. But I was wrong. It was, in fact, a rendering of Jacob Broom whose face Glanzman had neglected to paint because no known portrait exists. Why Glanzman felt he had a good grasp of Broom's derriere is beyond me.

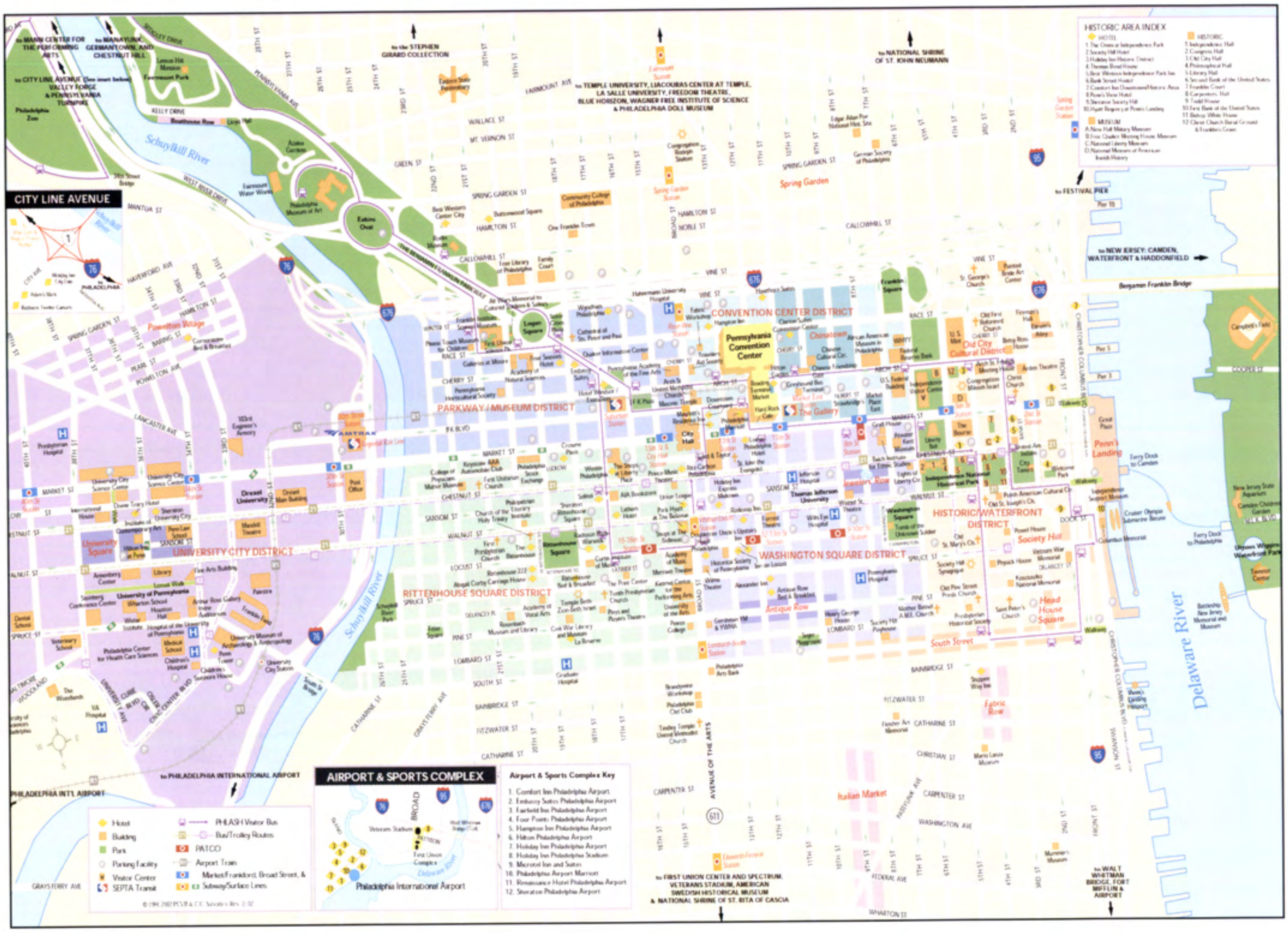
The ranger invited us into the main hall. What I had expected to feel plain and uninteresting, instead touched me deeply. In the delegate chamber, members of the 13 colonies had signed the Declaration of Independence in 1776 and the Constitution in 1787. Here we were, standing on the same wooden floor, looking at the same walls, out the windows to the same hopes and dreams.

"I've seen thousands of people come through that door that love their country," the ranger said. "But you don't need to be in the military to serve your country. You don't even need a college degree. All you need is heart." He touched his chest lightly with two fingers. "Right here."

The tour ended with enthusiastic applause. I mingled in the chamber a bit longer, a little more grateful to be an American.

It had been almost nine years since Mr. Ruth sparked my love of history. Philadelphia is a treasure trove of the birth of America. It was no surprise that my old teacher considers this city his favorite—not just for its past, but for its promise of a future.

Pennsylvania Academy of Fine Arts
© Pennsylvania Academy of Fine Arts
Photo: Rick Echelmeyer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HISTORIC WATERFRONT DISTRICT
Schuylkill River
Delaware River
Benjamin Franklin Bridge
Italian Market
South Street
Society Hill
Chinatown
Old City Cultural District
Spring Garden
Powelton Village
Penn's Landing
Antique Row
Fabric Row
Head House Square

## WEBSITES

http://www.pcvb.org

http://www.gophila.com

http://www.philadelphia.com

## THINGS TO DO

1. Take a walk along Society Hill
2. Touch the Liberty Bell
3. Catch a football game with the Eagles
4. Get a ride in a horse drawn carriage in downtown Philadelphia
5. Visit the Rocky Balboa statue in front of the Wachovia Spectrum arena
6. Eat a Philly cheese steak
7. Visit Valley Forge
8. Tour the Philadelphia Zoo

## THINGS TO BUY

1. A copy of the Declaration of Independence and the Constitution.
2. *The Philadelphia Story* DVD, starring Katherine Hepburn.
3. A bottle of Chardonnay from the Chaddsford Winery.
4. A copy of the book *Philadelphia Ghost Stories.*
5. A print of your favorite painting at the Philadelphia Museum of Art.

# PHILADELPHIA.HIGHLIGHTS

✓ OUT THESE: HOTELS, RESTAURANTS, BARS, SHOPPING AND SIGHTS

## LODGING

**Society Hill Hotel**
*301 Chestnut Street*
Tel. 215-925-1919
www.societyhillhotel.com

Located by Independence National Historical Park, the Society Hill Hotel offers 12 rooms in a historical atmosphere. Built in 1832, it once served as housing for longshoremen all over the world. Ideally situated in downtown Philadelphia and committed to your comfort, this hotel is a great spot for any traveler.

**Four Seasons**
*One Logan Square*
Tel. 215-963-1500
www.fourseasons.com/philadelphia

The Four Seasons prides itself as the staple of elegance and luxury. Located in Logan Square close to the commercial and financial district, it is the middle of Center City.

**The Hotel Windsor**
*1700 Benjamin Franklin Parkway*
Tel. 215-981-5678
www.windsorhotel.com

Located close to the Franklin Institute and a 15 minute drive to Philadelphia International Airport, the Hotel Windsor offers rooms, suites and even unfurnished apartments for the traveler wishing to turn resident. The hotel is a perfect choice for business and leisure travelers with comforting amenities and thoughtful service.

## DINING

**The City Tavern**
*218 Produce Row*
Tel. 210-225-1262
www.citytavern.com

The traditional pub offers a selection of fine meals. Located in the heart of Center City and a staple stop for former delegates that created the U.S. Constitution, the City Tavern is a must for historians and dessert lovers. Several cookbooks are available.

**Jim's Steaks**
*Corner of South Street and 4th*
Tel. 215-928-1911
www.jimssteaks.com

Jim's is famous for its Philly cheese steaks. Watch the cooks dice steak with precision and expertise. You'll be lucky to avoid a line. If you find yourself behind a row of people, wait. It's worth it. Jim's is so sure of its quality that they will ship their steaks anywhere in the continental US overnight. While trying a philly cheese steak in Philadelphia is recommended, Jim's offers you the chance to try it everywhere.

**Opus 251**
*251 South 18th Street*
Tel. 215-735-6787

Representing a romantic and beautiful dining experience, Opus 251 offers private rooms for events and a gourmet selection of dishes amidst an elegant setting. Make reservations in the garden during the Spring and Summer.

## PUBS/BARS CLUBS

**Woody's Bar**
*202 South 13th Street*
Tel. 215-545-1893
www.woodysbar.com

Woody's Bar is a multi-level nightclub that includes several bars. Some are for dancing, some are for socializing and some are for relaxing. Indulge yourself in the coffee bar, surf the internet at the Cyberbar, dance the night away or engage in conversation at the main bar on the first floor.

**The Grey Lodge Pub**
*6235 Frankford Avenue*
Tel. 215-624-2969
www.greylodge.com

A bar for the beer connoisseur, this pub features a rotating selection of microbrews on draft. Sure you can have a draft of Coors Light, but try the Sly Fox, Flying Fish or Victory lager. Comforting and homely, Grey Lodge features a variety of bar pastimes, including darts, chess, a full range of sports channels and wide selection of jukebox music.

**Abilene**
*429 South Street*
Tel. 215-922-2583
www.abileneonline.com

Mixing southwestern food with roadhouse blues, Abilene is a great stop for a night in Philadelphia. Take a seat in the bar upstairs for a nice view of South Street, and try a Margarita. Live entertainment includes stand-up comedy and music every night of the week.

## SHOP STOPS

**King of Prussia Mall**
*Route 202 at Mall Boulevard, where the Expressway meets the Turnpike*
Tel. 610-265-5727
www.kingofprussiamall.com

Located just northwest of Philadelphia, King of Prussia offers an almost ridiculous amount of shops, department stores and entertainment venues. It's easy to get lost in the gigantic mall—even the employees don't know how to get to specific stores. Amuse yourself by watching small crowds gather in front of mall maps with perplexed looks. If you need it, chances are, King of Prussia has it somewhere.

**The Fire House Market**
*50th and Baltimore*

First built as a Fire Station, it was opened as a market in 1988 to great success. Situated as a clean and friendly atmosphere, the market offers great things to buy at reasonable prices. Stores offer a variety of lunch meats, seafood, canned goods and produce. Be sure to stop for lunch and try a hoagie.

## CITY SCENE

**Independence National Historic Park**
*Downtown Center City*
www.nps.gov/inde/

Home to the Liberty Bell and Independence Hall, spend hours learning the history of the beginning of the United States. See where delegates put their John Hancock on the Declaration of Independence, learn the history of Philadelphia's first days as the nation's capitol and tour the Constitution Center, Ben Franklin's grave and the U.S. Mint. Over 45 acres, the park opens 20 buildings to the public.

**Rittenhouse Square**
*Between Chestnut & Pine Street, from 16th to 22nd Street*

One of the nation's oldest parks, Rittenhouse Square offers a splendid view of historic architecture. Adorned with sidewalk cafés, cultural institutions and manicured townhouses, the Square represents an elegant and peaceful area of Philadelphia.

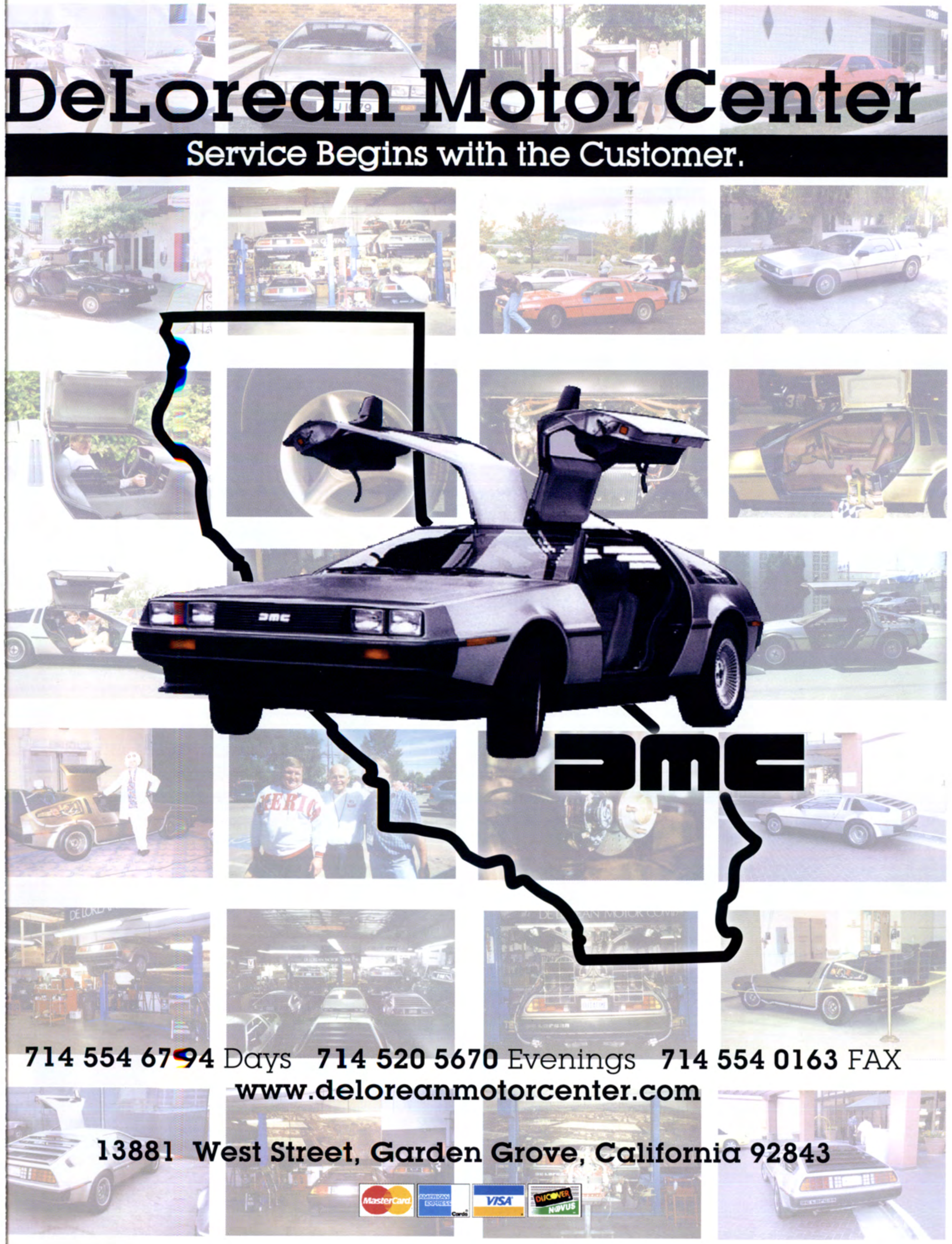
## GO THERE

**The Philadelphia Museum of Art**
*26th Street and Benjamin Franklin Parkway*
Tel. 215-763-8100
www.philamuseum.org

Spanning 2,000 years of human innovation, the Philadelphia Museum of Art includes a wide variety of collections, special exhibitions, sculptures, decorative arts, paintings and architectural settings from Europe, Asia and the American continent. Including a café, gift shop and cafeteria, visitors can find themselves overwhelmed with the amount of choices. It's best to pick a handful of galleries or exhibits and tackle them over an afternoon.

**The Franklin Institute Science Museum**
*222 N. 20th Street*
Tel. 215-448-1200
www.fi.edu

A must see for travelers to Philadelphia, the Franklin Institute intrigues, teaches and fascinates lone visitors to whole families. With hands-on exhibits demonstrating electricity to aerodynamics, the science museum offers an air show, the Fels Planetarium, Space Command, the Train Factory, Sports Challenge, Kid Science and the Tuttleman IMAX Theater among other activities.



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We occasionally give away tee shirts with customer parts orders and often people call back asking for more so we decided to release them for general sale. If you like Deloreans (and maybe even our company a little!) then you'll certainly like these shirts. This brand name all cotton shirt makes a great gift to give or receive. Now for a limited time (while supply lasts) we'll give you one ourselves with any initial parts order of $200- dollars or more. Just tell us your color preference and size and we'll include one with your order.

P.J. GRADY INC.
DeLorean
C.

## P.J.Grady DeLorean Tee Shirt $14.95

**A.** Gray with small black logo on front and larger picture on back.

SML - A5020001G
MED - A5020002G
LGE - A5020003G
XL - A5020004G
XXL - A5020005G
XXXL - A5020006G

**B.** Black with small silver logo on front and larger picture on back

SML - A5020001B
MED - A5020002B
LGE - A5020003B
XL - A5020004B
XXL - A5020005B
XXXL - A5020006B

## P.J. Grady DeLorean Sweatshirt $29.95

**C.** Premium quality, name brand. 90% cotton, 10% polyester. Black with small silver logo on front and larger picture on back

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LGE - A5300003B
XL - A5300004B
XXL - A5300005B
XXXL - A5300006B

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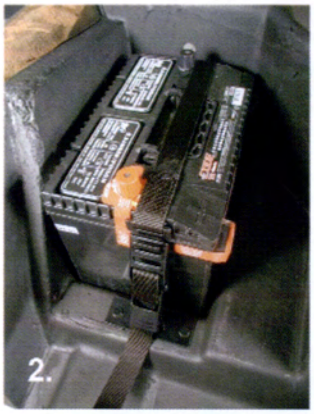
**DELOREAN SALES, PARTS, SERVICE AND RESTORATION**
**118 Montauk Highway, West Sayville, NY 11796**

1.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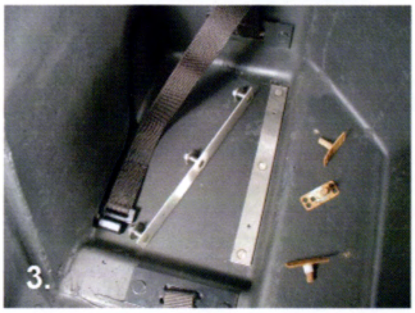
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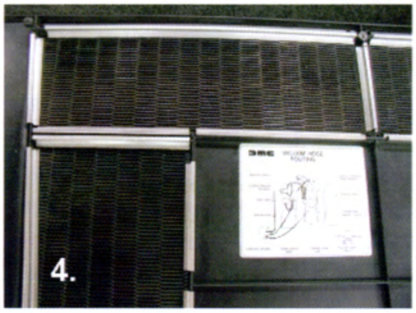
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## 1. Aluminum Automatic Transmission Cooler Heat Exchanger

This aluminum finned heat exchanger lowers the temperature of DeLorean automatic transmissions by about twenty degrees in preliminary testing. It's possible to double the life of an automatic's internal parts with each twenty degree drop in operating temperature! This cooler is possibly the most cost effective purchase you can make for your automatic. Installs in minutes over existing cooler pipe with stainless straps and no tools, your transmission will love you for it! After all it's getting close to it's twenty second or third birthday. LIFETIME WARRANTY.

**Part #111448G Introductory offer $29.75**

## 2. Reconditioned Battery Hold Down Strap

Many original battery straps have been damaged by electrolytic acid over the years and new N.O.S. straps are rather expensive. Now trade in your worn out or tattered strap for this reconditioned beauty with powdercoated mounts and buckle and new strapping material. It's better than new at half the price.

**Part #108120R $48.50 Plus $50.00 Refundable Core Charge**

## 3. Stainless Trailing Arm Shield Bracket Kit

We introduced this part about eighteen years ago to replace the cheesy little stud plates used to secure the T.A. shields to the DeLorean. We have sold hundreds of pairs with no complaints or failures over the years. They pay for themselves in saved labor costs each time you have the shields removed to inspect the all important trailing arm pivot bolts. We recommend checking and retorquing them every four years or 10,000 miles. The first time you try this yourself you will swear the original studs were designed by Satan himself often requiring two people brandishing wrenches, screwdrivers and sometimes hacksaws or "muffler cutters" to accomodate their removal. You won't want to do it the same way twice and neither would your mechanic. Trust me when I say they'll save you time and/or money. LIFETIME WARRANTY.

**Part #110811G $32.95**

## 4. Stainless Engine Cover Screen Bracket Kit

Designed to replace your rusted and/or missing brackets, these will never rust and are more affordable than the originals. A set of N.O.S. brackets will currently set you back $188.58. Brighten up and customize your engine cover with the stainless finish or keep it stock looking but rust free with the black finish version. The choice is yours. LIFETIME WARRANTY.

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# The Fishing Coach

▲ Patrick Henry

*With liberty or death, Patrick Henry has driven his DeLorean through Southern California for 24 years. Known to his clients as the Fishing Coach, Patrick spends his time as a motivational speaker and is a part time professor at USC. For years he has helped clients perfect the art of networking on the fly. The trick, he says, is rather than hunt your goal, let your goal hunt you. And so far, the Tao is with him.* ***dw*** *decided to chat him up.*

***dw:*** I read through your website. You once said that you should take no more than 14 seconds when introducing yourself with what you do. Why is that?

***Patrick:*** Every 14 seconds we—our egos—think about ourselves and how what we're doing relates back to who we are and what we do. In conversation, if you can give someone a bit of information that intrigues them to want to learn more about you, then you keep buying little 14 second increments as opposed to one long monologue. No one likes to be bored.

***dw:*** My ego only allows me seven seconds. It's a problem.

***Patrick:*** ....

***dw:*** In 14 seconds or less, what do you do?

***Patrick:*** I help professionals learn how to locate and land new business and new clients. I help them generate revenue for themselves and their firms.

***dw:*** That sounds like you leave the door open for questions.

***Patrick:*** Typically, if you do it right, a person will say, "How do you do that?" And how I do it is that I promote a strategic network with a purpose and a plan that generates business.

***dw:*** By networking you basically mean meeting people?

***Patrick:*** Meeting people and structuring how you maintain, build and nurture a network of contacts. I work to build relationships where I can bring business to my people, and they can bring business to me.

***dw:*** Is networking successful when you can keep people asking questions about you?

***Patrick:*** When you can get people to continuously ask about you and what you do, they're demonstrating that you're appealing and fascinating to them.

***dw:*** Who is your clientele?

***Patrick:*** I work with major professional service firms, banks, law firms, CPA firms, consulting firms, insurance firms…professionals whose business is developed by relationships with people and peers that bring them business.

***dw:*** What do you do for them?

***Patrick:*** Companies retain me to work with their staff. We create a learning environment that's made up of the kinds of people that we need to connect with—bankers need to meet attorneys who need to meet investment bankers who need to meet CPAs, etcetera. We bring these people together in a networking environment. So, rather than tell a banker what to do the next time she meets a CPA, I bring a banker and a CPA together, and they learn how to connect more effectively in real time.

***dw:*** Do you find that your clients refer you to new clients?

***Patrick:*** Yes. The whole process begets other clients.

***dw:*** Basically you're using your own networking tool to continue your business?

***Patrick:*** Exactly, my whole business has been built on networking, if you will.

***dw:*** So why do they call you the "Fishing Coach"?

***Patrick:*** Because it's a metaphor for life—how to attract people to you. Successful professionals attract business to them. The opposite is the hunting model. Hunting is selling. People that are in sales, have a ready, aim, fire mentality. When you shoot at a herd of animals, they tend to scatter. When you fish, you attract them to your lure and you can keep pulling more out of the same brook. It's not a terrifying experience. If you shot at the fish in a pool you'd scatter them all away.

***dw:*** So you try to get them to come to you rather than going after them?

***Patrick:*** Yeah.

***dw:*** Is that why you own a DeLorean? Because it's like a shiny lure?

***Patrick:*** It's become a signature of me. I'm pretty well known in the professional services world, especially in southern California. The DeLorean is such a unique vehicle and has an impact in the minds of people.

***dw:*** You don't think that a Toyota Corolla would have the same signature effect?

***Patrick:*** ...no. In fact, some years ago I was working with a Selling Coach, and I mentioned that I was thinking about getting a BMW. She said, "Don't do it. Your DeLorean is part of who you are. It's part of the mystique of Patrick." She actually counseled me not to get a normal car.

***dw:*** How long have you owned your DeLorean?

***Patrick:*** I got it in October 1982. It was a gift from my mother. She asked me if there was anything I wanted. I told her I was thinking about a new car. She asked what kind, and I said stupidly, "Well if I could have any car I wanted it would be a DeLorean." And she said okay.

***dw:*** You got it from a dealer?

***Patrick:*** Yes.

***dw:*** You're the original owner?

***Patrick:*** I'm the original owner.

***dw:*** And you've basically been driving it ever since?

***Patrick:*** Almost every day. I'm either on vacation, or I'm driving it.

***dw:*** How many miles are on the car?

***Patrick:*** About 325,000. Ed Bernstein's DeLorean is probably the only one that has more miles.

***dw:*** Yeah, well Ed's a DeLorean mechanic. He's cheating.

***Patrick:*** He's taken his on trips and to a lot of rallies. My guess is we're one and two in highest mileage.

***dw:*** How has the DeLorean been as a daily driver?

***Patrick:*** It's been great. I've been blessed to live close to DeLorean One. I've been a customer with them even before it was DeLorean One—back when it was Cars of Distinction.

***dw:*** Do you use the DeLorean as a motivational tool?

***Patrick:*** Not really, but people see it and connect to it. I go to a lot of professional events and downtown hotels. What's really neat is that when you pull up to a hotel with a valet, they'll park your DeLorean up front and park the Mercedes and Porsches in the back.

***dw:*** What do you do at USC?

***Patrick:*** I'm an Adjunct Professor. I teach one class per semester in the Lloyd Greif Center for Entrepreneurial Studies. Right now I'm teaching Introduction to New Ventures.

***dw:*** So you're bringing in what you do for a living?

***Patrick:*** Yeah.

***dw:*** Are you related to the revolutionary Patrick Henry?

***Patrick:*** My family goes back, yes. Seventh generation, I think. Now we have a new little Patrick Henry running around. My son had a little boy last year. He's one year old.

***dw:*** Patrick Henry was one of the original motivational speakers, wasn't he?

***Patrick:*** He was. He was one of the rabble rousers and key igniters of the revolution. The colonies were evenly split between staying with England and not. Thomas Paine, John Adams and Patrick Henry are often credited as the three that made the revolution come alive.

***dw:*** So what's the future hold for your DeLorean?

***Patrick:*** Ed and I were just talking about that—I think I'll keep it running for the coming years. As one of Ed's first customers, I'm sure I have the thickest repair folder at DeLorean One. In about two years I'm thinking of doing an outer body restoration.

***dw:*** Do you still enjoy driving your DeLorean, 24 years later?

***Patrick:*** Yeah. I can't imagine not driving it.

***dw:*** Okay. Well thank you for your time.

***Patrick:*** All right.

*Patrick Henry can be reached through his website at http://www.fishingcoach.net*

# DESTROY THE DECAY

## Replace those cracked and worn out seat covers!

DMC has recently received newly remanufactured seat covers in both black and gray. The new seat covers have been specially manufactured to match the exact grain of the leather and vinyl of the OEM seat covers. These covers are made of high quality leather and will give your DeLorean interior that new car appeal!

Seat Covers - Price per Seat
- K116602 - Black $399
- K116003 - Grey $399

Seat Covers - Price per Set
- K116600 - Black $599
- K116601 - Grey $599

New Seat Covers Mounted on New Seats
- Price per Seat

*(No backs, no tracks, no release bars. Sold separately, or use your old ones.)*
- 100600 - Black RH - $699
- 100601 - Black LH - $699
- 110516 - Grey RH - $699
- 110517 - Grey LH - $699

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- Price per Pair

*(No backs, no tracks, no release bars. Sold separately, or use your old ones.)*

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110518 - Grey - $1199

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# classifieds

## CLASSIFIED ADVERTISING

To place a classified ad in ***dw*** magazine or on our website, membership in the Association is required. Include your membership number when placing an ad. Annual membership in the Association is $72.00. To join, call our **Membership Data Center at (805) 964-5296.** Or, join online at our website, **www.delorean-owners.org**

**To place a classified ad in *dw* magazine:**
The rate is $.80 per word, and **there is a four edition minimum.** Example: 20 words x $.80 = $16.00 x 4 = $64.00. (There is a minimum charge of $5.00 per edition for ads that have less than seven words.) If your advertised item sells after the first insertion, and you notify us, we will refund the cost of the remaining insertions. We will also publish a one column wide photo of your item for an additional charge of $50.00 per edition.

**Photo Ads:**
You can include a black and white photo of your advertised item in your classified ad. You have a choice of two photo sizes: one column wide (2 1/4″ wide) for an additional $50 or two column (4 5/8″ wide) for an additional $100.

**To place a classified ad on the Association website:**
The costs and conditions for placing an ad on our website are the same as for ***dw*** magazine however, your photo can be full color on the website and you can place your website ad at any time.

**Payment:**
All ads must be paid in advance. To place your ad and to make payment, call or fax (626)965-5190, or e-mail to: advertising@delorean-owners.org or mail to James Hales, Advertising Director – 2651 Altamira Drive, West Covina, CA 91792. Include everything you want in your ad, your credit card account number and the expiration date. If you are paying by mail, include a check payable to the **DeLorean Owners Association.**

## DELOREANS FOR SALE

**1981 DeLorean,** VIN #2406, One owner, 2,000 miles, automatic. Black interior, show quality. Trophy winner. $24,000 obo. 847-940-7777

**1981 DeLorean,** VIN #2015. Automatic, black interior, 7,000 miles by original owner; garaged, excellent condition, $21,000. Stan Rogers, Vancouver, WA 360-896-6955 or stan@infinity.com

**1981 DeLorean,** VIN #2620, automatic, black interior, 22,000 miles, excellent original, new tires, never damaged and now in storage. Must sell. $16,500 obo. 540-434-3465 or 540-487-7670

**1981 DeLorean,** VIN #0836, 5-speed, black interior, good condition. Early production car with gas door and grooved hood. Priced to sell at $12,900. 949-559-0558 or BEARMOOSE @worldnet.att.net

**1981 DeLorean,** VIN #6408, 5-speed, 21,000 miles. Grey leather interior, professionally maintained for a meticulous owner, $19,750. Ohio. 614-856-6920 or stromberga@aol.com

**1981 DeLorean,** VIN #1044, 5-speed, black interior, 7,600 miles, rebuilt fuel system + extras, $18,000. Minnesota. 952-944-9884 or PmPete@msn.com

**1982 DeLorean,** VIN #10644, 5-speed, 28,000 miles, grey interior, always garaged, excellent condition, $21,000. Ohio. 614-629-8146.

**1982 DeLorean,** VIN #10736, 5-speed, 7,500 miles, excellent condition, $17,500. 910-509-1406 North Carolina

## MISCELLANEOUS

**Serious memorabilia collectors only** - seven of the eight original factory binders-included are thirty-one service bulletins never published by the factory. Contact Dick Shipman at 310-474-8194

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*In loving memory of their dedication and friendship*
*Hank and Mimi Breer*

If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37): The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

**QUALITY**

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

**PERFORMANCE**

- 0–60 mph . . . . . . . . . . . . . . . . . . . 6.3 seconds
- Top Speed . . . . . . . . . . . . . . . . . . . 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

**REPUTATION**

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

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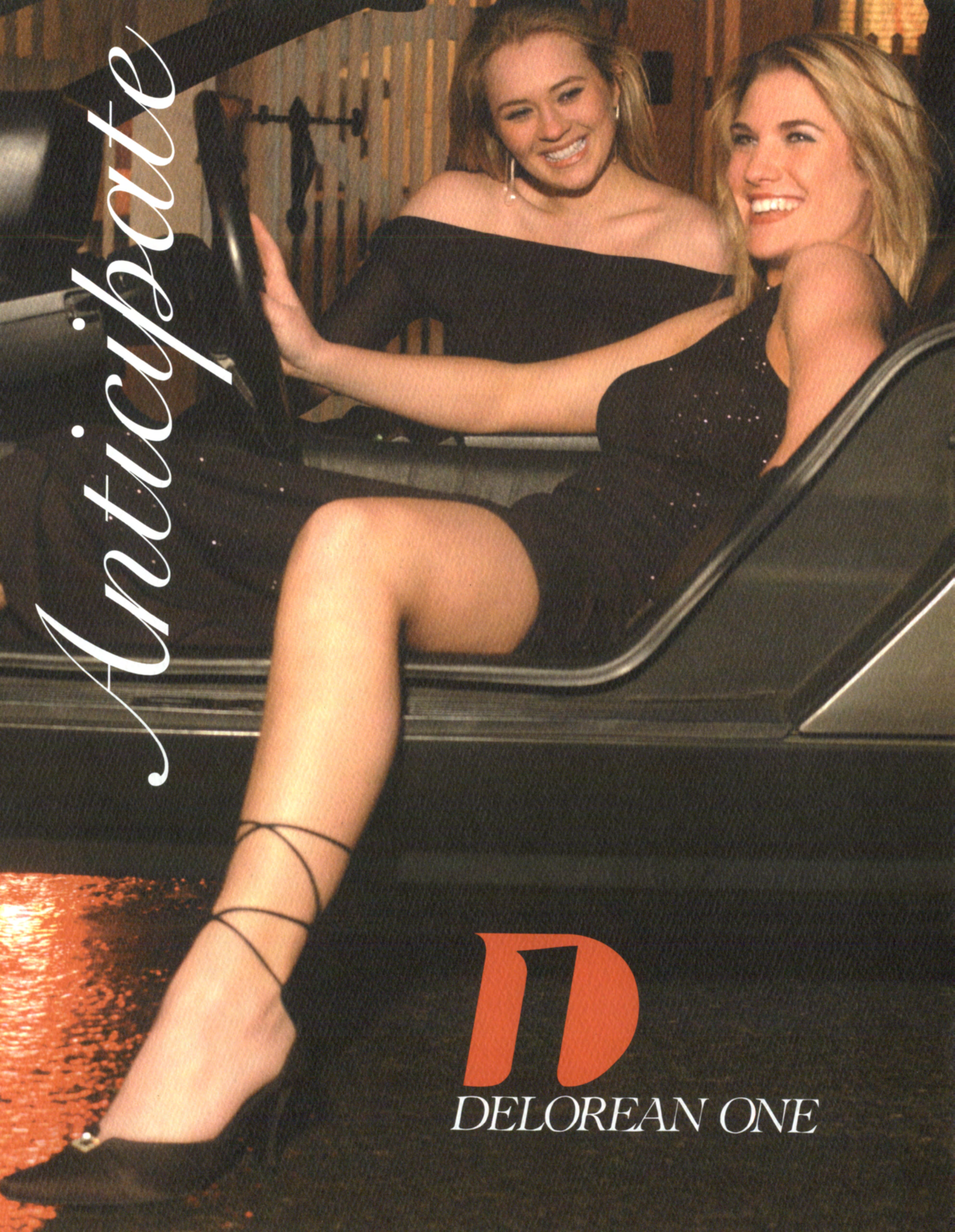
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